BULLETIN No. 75

The Locomotives of the ATCHISON, TOPEKA & SANTA FE RAILWAY SYSTEM

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DECEMBER, 1948

REVISED EDITION EFFECTIVE
JUNE 1, 1948

Price for Members $2.00 *Price for Non-members $3.00*

Trans.
Direct
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This is essentially a motive power record of one of our largest as well as outstanding railroad systems. Nearly every type of American locomotive has seen service at one time or another on this great system, for the Santa Fe travels some pretty rugged country in the south-west. It has experimented with the various types of compounds, it has received Mallets from the builder, built them in their own shops and then, separated them into individual units. Last but not least, it has constructed locomotives in its own shops. As the result of all this experience and experimentation, the Mechanical Department of this road certainly stands high in the annals of motive power history. The 2-10-4 and 4-8-4 types on this road are a credit to their designers and builders.

To assemble all the data necessary to present this record in detail has been no easy task and has taken years of patience. In 1939 this Society published a limited edition on the same subject by the same author. In the years that have passed, new locomotives have been added, including the diesel, older engines have been scrapped and it was thought that now was the opportune time to publish a revised edition. To the many that have assisted in this work, the Society wishes to extend its thanks and to our members and readers, we hope this work will serve as a valuable reference in your library.

Foreword

The first edition of this work appeared in 1939 as a special bulletin of the Railway & Locomotive Historical Society, Inc., Boston, Mass. Due to the large demand, this first printing soon became exhausted and the bulletin has been out of print for several years. Repeated requests for the bulletin have made a second printing seem highly desirable. The original manuscript has been thoroughly revised with correction of errors and the inclusion of new material to bring it up to date in every particular, insofar as the availability of necessary data has made this possible. The author wishes to acknowledge, with gratitude, the assistance of the following individuals, without whose generous help this work could not have been presented in its present complete form.

Mr. M. L. Lyles, Asst. to the President, A. T. & S. F. Ry. Co., Chicago
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Mr. R. P. Middlebrook, San Diego, California
Mr. Richard V. Dodge, San Diego, California
Mr. Wm. A. Gibson, Topeka, Kansas
Mr. Chas. E. Fisher, Pres., Railway & Locomotive Historical Society, Boston
Mr. Chas. C. Madison, Kansas City, Kansas

Acknowledgment for much valuable data is also due the following:

The Baldwin Locomotive Works, Philadelphia
The American Locomotive Company, New York

Acknowledgment is also due the following individuals for assistance in gathering material used in the first edition of this work:

Mr. Orris Bilger, Topeka, Kansas, formerly Mechanical Engineer for the Kansas City, Mexico & Orient Railway Company.
Mr. W. D. Hartley, La Junta, Colo., formerly Mechanical Superintendent, Western Lines, A. T. & S. F. Ry. Co.
Mr. H. H. Lanning, Topeka, Kansas, Mechanical Engineer, A. T. & S. F. Ry. Co.
Mr. J. E. McQuillen, Galveston, Texas, formerly Mechanical Superintendent, G. C. & S. F. Ry. Co.
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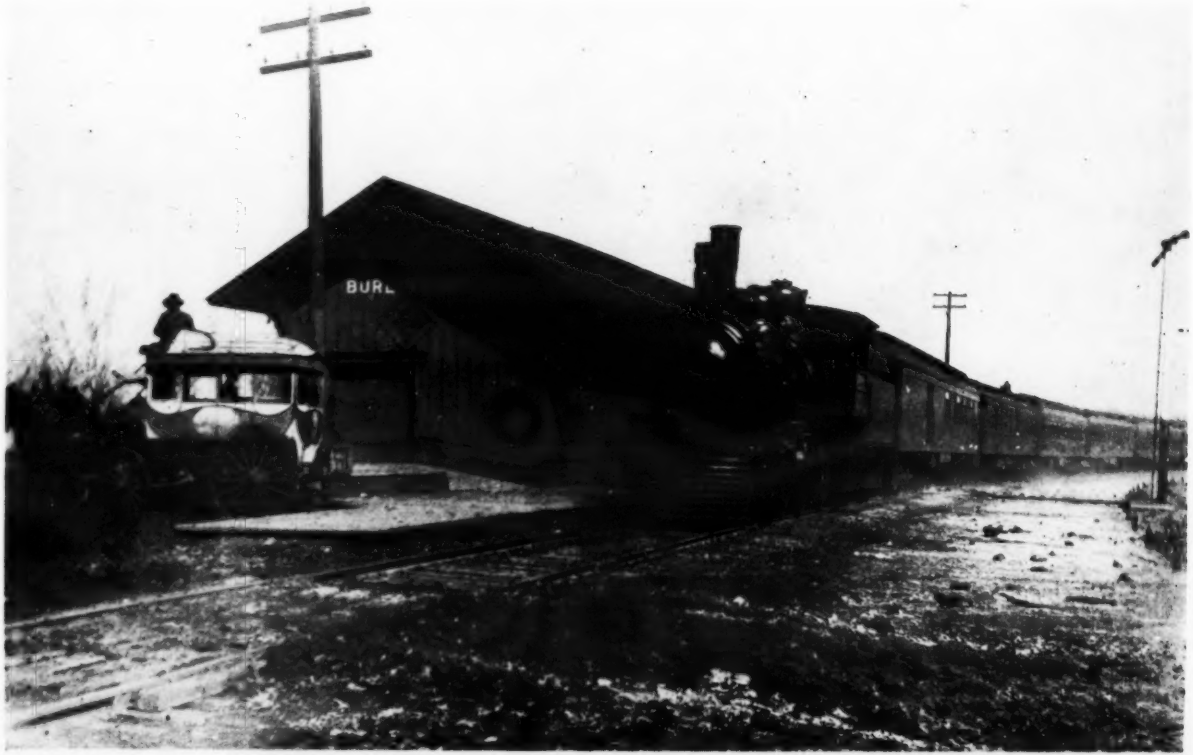


A. T. & S. F. #803 and California Limited at Burlingame, Kansas, about 1899. Engine 803 was built by Brooks Loco. Works in 1890, const. #1761. Originally #433. In 1900, renumbered 411. Scrapped at Albuquerque, N. M., 12/30/24.

Atchison, Topeka & Santa Fe

I. ORIGIN AND DEVELOPMENT OF THE SANTA FE SYSTEM.

Although it is the chief purpose of this paper to deal with the history of the motive power of the Santa Fe System, a brief review of the origin and growth of the company seems desirable as a background for what is to follow. To attempt to outline the corporate growth of the company in detail would require a volume of no small size, since over two hundred separate corporate identities are merged in the structure of the Santa Fe as at present constituted.

A report issued in 1938 by the Association of American Railroads credited the Santa Fe with the longest mileage in the United States with a total of 13,512 miles in operation. The 52nd Annual Report of the Santa Fe, dated December 31, 1946, gives a total of 13,083.93 miles operated, with 12,773.33 miles owned. The romance of the growth of this present-day giant among railway systems is a story which cannot be told here. Incorporated under special act of the Territory of Kansas, February 11, 1869, as the Atchison and Topeka Railroad Company, the passing years have seen the Santa Fe emerge from a humble beginning into one of the foremost railway systems of the world.

The charter of the original company was written at Lawrence, Kansas, in January, 1859, by Cyrus K. Holliday, destined to become the first President of the road, and for long years to come, one of its guiding spirits. Mr. Holliday, one of the founders of the present city of Topeka, Kansas, long the headquarters of the Santa Fe System, envisioned, from the first, a railroad which should ultimately become a great transcontinental system, reaching to the Pacific Coast.

Formal organization of the company was effected September 17, 1860, at Atchison, Kansas, with Mr. Holliday chosen President. The board of directors, consisting of thirteen members, pledged $52,000 toward first construction. Efforts to interest Eastern capital in the venture proved fruitless. Hope was revived when, on July 1, 1862, the all-important Pacific Railroad Bill was passed by the Congress and became law. The bill made possible the securing of land grants which, through sale of land, offered what appeared to be the only possibility of financing construction of the road. Kansas, meanwhile, had ceased to be a Territory and had become a State. The next step was the introduction in Congress, by Senator Pomeroy, of Kansas, of a bill drawn up by Mr. Holliday. The bill was passed and signed by President Lincoln on March 3, 1863. The provisions of the bill were such as to lead ultimately to the realization of the dream long cherished by Mr. Holliday and his associates. On November 24, 1863, the name of the road was changed to The Atchison, Topeka and Santa Fe Rail Road Company, thus heralding the far-flung ambitions of its progenitors even before the first rail was spiked in place.

Although the way now seemed clear to proceed, difficulties were encountered in arranging for the sale of land to finance construction. An Eastern firm of contractors was finally induced to undertake con-

struction of the line, but found reasons to withdraw. Success seemed as far off as ever until the Cincinnati firm of Dodge, Lord & Company, took over the defaulted contract and agreed to build the first 25 miles of line between Topeka and Burlingame, Kansas. This firm, represented by Mr. Thomas J. Peter, began actual construction in November 1868. Rails of 56 pounds per yard were laid on oak and walnut ties. The first scheduled train was operated between Topeka and Carbondale, 17 miles, on June 28, 1869. By the close of the year, 28 miles had been constructed and by August, 1870, Emporia, 34 miles farther, had been reached. During 1871, 75 miles, between Emporia and Newton, were added. Early in 1872, 50 miles, from Topeka to Atchison, were built, followed closely by the first branch line, known as the Newton & Southwestern, extending 28 miles from Newton to Wichita.

To meet the terms of the contract, it was necessary to extend the line from Newton across Kansas to the Colorado State line, a distance of 285 miles. This was accomplished before the close of 1872 under the direction of that able engineer, Mr. A. A. Robinson. Thus, at the beginning of 1873, the Santa Fe totaled 469 miles of main line track, with a 28-mile branch line. Engine houses had been constructed at Topeka and at Atchison. Equipment included 38 locomotives, 20 passenger cars, 2 sleeping cars and over a thousand freight and miscellaneous cars.

The greatest period of growth experienced by the Santa Fe was realized under the direction of Mr. Wm. B. Strong, who became President in 1881. On his accession to office, the mileage of the road lay almost entirely in Kansas. On his retirement from office in 1889, the extreme termini of the road were Chicago, Ill., St. Louis, Mo., Galveston and El Paso, Texas, Deming, N. M., Superior, Neb., Denver, Colo., San Diego, Calif. and Guaymas, Mexico. The mileage, including that jointly owned with other companies, totaled 7,118 miles, most of which had been built or rebuilt under the direction of Mr. A. A. Robinson, at various times chief engineer, general manager or vice-president.

Financial difficulties, resulting from adverse conditions, forced the resignation of Mr. Strong in 1889. He was succeeded by George C. Magoun, Chairman, and Allen Manvell, President. Under the new management, the finances of the company were rearranged to accomplish a reduction in fixed charges. The benefits of this move were largely nullified by drastic slashing of rates and by the acquiring of new property in the form of a controlling interest in two other companies, the Colorado Midland Railway Company and the St. Louis and San Francisco Railway Company. With the continuation of adverse business conditions and heavy competition from other roads, the situation became acute. On December 23, 1893, the company passed into a receivership. Mileage at this time totaled 9,344. Stock in the Colorado Midland was disposed of and the company reorganized on December 12, 1895, as the Atchison, Topeka & Santa Fe Railway Company, the present designation. The new company took over 6,435 miles of track, with other properties, and stocks and bonds of other railroad companies, including the Atlantic & Pacific Railroad Company and the St. Louis and San Francisco Railway Company.

In 1896, the company had in service the following rolling stock: 962 locomotives, 641 passenger cars, 27,719 freight cars and 269 miscellaneous cars. By 1912, the system was operating some 15,000 miles of track, inclusive of 4,000 miles of yard tracks, sidings and branches. Rolling stock had increased to embrace the following totals: 2,081 locomotives, 1,515 passenger cars, 63,068 freight cars and 817 miscellaneous cars. At this time the system served twelve states, with property in Illinois, Iowa, Missouri, Nebraska, Oklahoma, Texas, Louisiana, Colorado, New Mexico, Arizona, Nevada and California, substantially as it is today. Title to this property was vested in 76 live corporations which were successors to 222 inactive or predecessor corporations. Since then the system has experienced normal growth through the acquisition of certain trackage and the construction of new lines. Notable among these may be mentioned the purchase of the Kansas City, Mexico & Orient Railway Company in 1929 and the construction of the cut-off line between Boise City, Oklahoma, and Las Animas, Colorado, in 1936.

43rd Annual Report of the company for the year ending December 31, 1937, shows a total operated mileage of 13,538.03 and a total owned mileage of 13,319.80 distributed between the three principal operating corporations, the Atchison, Topeka & Santa Fe, the Gulf, Colorado & Santa Fe and the Panhandle & Santa Fe companies. Locomotives owned at that time totaled 1,731, with an average weight on drivers of 107.27 tons and an average tractive effort of 52,639 pounds. Of these, 526 were coal burners, 1,190 were oil burners and 15 were diesel. Freight cars totaled 80,277, passenger cars totaled 1,449, while company equipment totaled 4,468 units.

The 52nd Annual Report for the year closing on December 31, 1946, supplies statistics that are especially interesting when contrasted with those of the 1937 report. At the close of 1946, the company was operating 1,567 steam locomotives with an average weight on drivers of 114.10 tons and an average tractive effort of 55,654 pounds. By this time the Santa Fe had become the largest user of diesel locomotives of any railroad in the world, having largely been responsible for pioneering this type of motive power. At the close of 1946, the company was operating a total of 247 diesel locomotives, of which 103 were road engines and 144 were switch engines. The 103 road diesels (comprising a total of 374 units) had an average weight on drivers of 419.18 tons. The 144 switch units averaged 113.00 tons weight on drivers, while each road diesel unit averaged 115.44 tons weight on drivers. The average tractive power for the diesel locomotives was 120,339 pounds at the close of the year. Of the 1,567 steam locomotives, 239 were coal burners and 1,328 were oil burners. Freight-train cars of all types totaled 81,344; passenger-train cars of all types totaled 1,535, while company service equipment totaled 6,472 units. At the close of 1946, the company had outstanding the following committments for new equipment: 2,950 freight-train cars of various types, 156 modern light-weight passenger cars, including 51 room type sleeping cars, seven 6000 h.p. diesel locomotives, four 1000 h.p. diesel locomotives and one gas-turbine locomotive on order at the Baldwin Locomotive Works. It is stated that the gas-turbine unit represents the first attempt to apply to railroad use a gas turbine using oil as fuel.

For additional details as to the history, corporate succession and statistics relating to the company, reference may be had to the following:

Annual Reports, issued by the company.

Article: "The Rehabilitation of the Santa Fe"—Santa Fe Employees' Magazine, December, 1912.

"The Story of the Santa Fe"—G. D. Bradley, Gorham Press, Boston, 1920.

Interstate Commerce Commission Valuation Reports, with especial reference to Vol. 127, May, 1927.

"Santa Fe, The Railroad That Built an Empire"—James Marshall, Random House, Inc., 1945. Attention is particularly directed to Appendix VIII, pp. 396-449, where a comprehensive chart depicts the chronological development of the Santa Fe System.

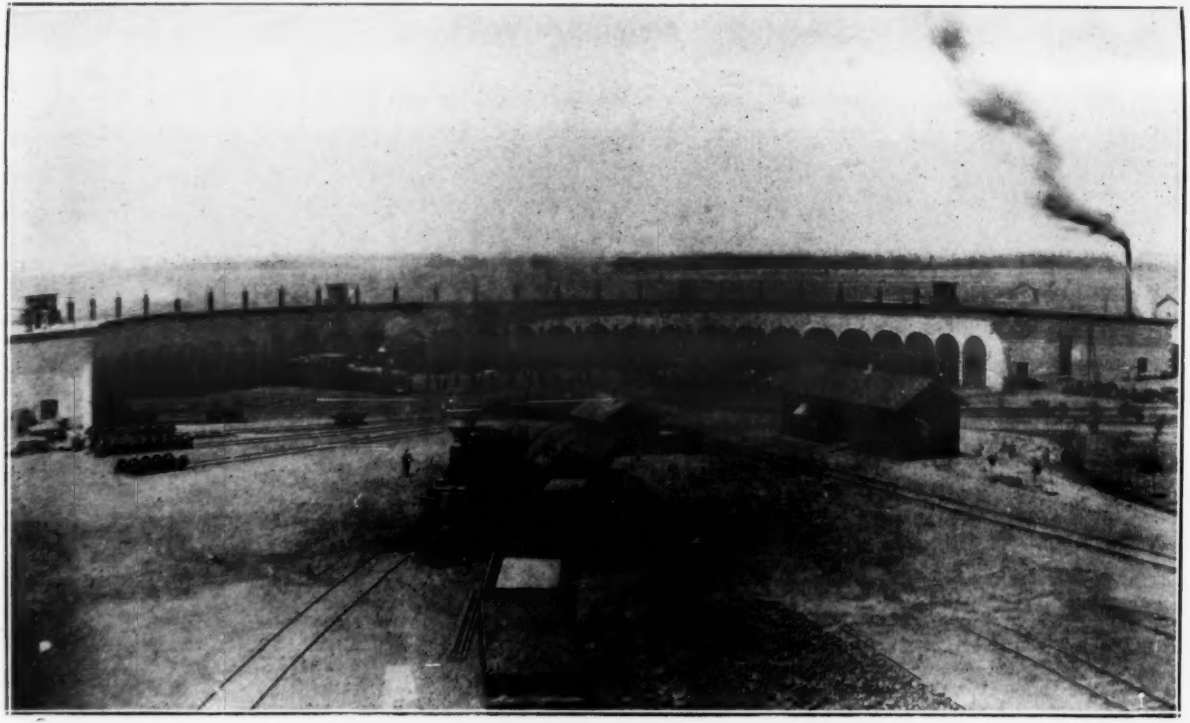
"The Santa Fe Today," a series of comprehensive bulletins issued by the company, which depict in detail the present status of the Santa Fe System. Attention is especially invited to No. 4 of this series, an 88-page booklet published November 30, 1946, in which will be found material relating to the policy of the system as pertaining to locomotives and other rolling stock. Pages 20-28 are of especial value and interest to those desiring a clear picture of the development of modern motive power on the Santa Fe System.

A reference of considerable value and interest is "A History of the Texas Railroads," by S. G. Reed, St. Clair Publishing Co., Houston, 2nd Ed., 1941. Chapter XXVII, pp. 282-311, entitled "The Santa Fe System," is of particular value in depicting the development of the Gulf, Colorado & Santa Fe and its relation to the Atchison, Topeka & Santa Fe.

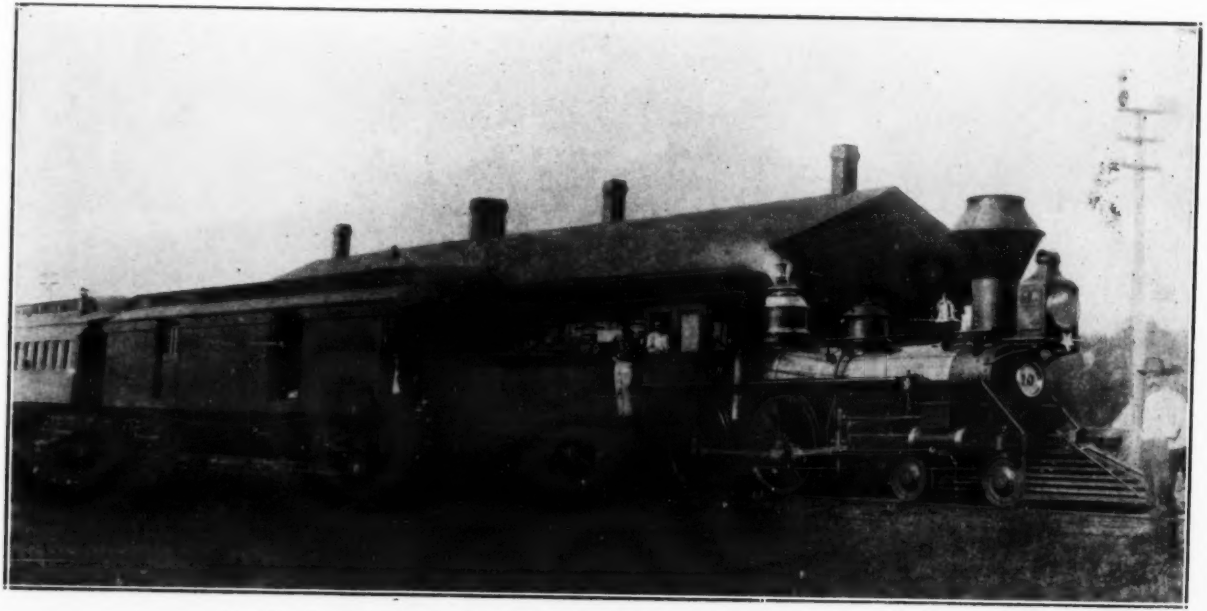
II. EARLY MOTIVE POWER.

Even a casual survey of the motive power of the Santa Fe System brings to the student of locomotive design and development a sense of completeness. No less than 3,743 steam locomotives are known to have carried one or more road numbers on the Santa Fe. Among this impressive group may be found virtually every kind and type of locomotive used on American railroads from the time of their first great westward expansion down to the present era replete with its multitude of streamlined and diesel-powered units. Not the least of the factors responsible for this situation has been the marked propensity of Santa Fe officials to experiment with new designs in providing adequate prime movers to cope with the rapid growth of the system as it swept westward through the Great Plains region on its march to the Pacific coast.

The first locomotive to appear during the construction of the original line was the first No. 1, a 4-4-0 type, which is stated to have been obtained from the Ohio & Mississippi Railroad early in 1869. The engine had 16x20″ cylinders and 60″ driving wheels. In the roster of 1881 it had been replaced by a second No. 1 and was itself redesignated by the letter "A." The next locomotive owned by the company was the first



Roundhouse and Shops at Nickerson, Kansas, 1886. Abandoned about 1898 when moved to Newton.
Both locomotives in the illustration are of the 2-8-0 type and built by Baldwin.



A. T. & S. Fe #16, "Topeka"—Taunton L. W. 1872, taken at North Wichita, Kansas, April, 1884.

No. 2, likewise a 4-4-0 type. This engine bore the name, "Gov. Burnside," and was built at the Rhode Island Works, Providence, in 1869. It had 14x22" cylinders and 54" driving wheels. Both these pioneer locomotives disappeared from the records prior to 1882.

Beginning in 1870, the first important additions to the motive power roster took place with the purchase of a number of 4-4-0 type locomotives from the Taunton Locomotive Works, Taunton, Mass. The Annual Report of 1877 lists a total of 60 locomotives, including the Nos. 1 and 2 already described. Among these were 33 from the Taunton Works, 13 from the Baldwin Works, 7 from the Mason Machine Works and 5 from the Hinkley Works. All were of the 4-4-0 type but one, an 0-4-0 type switcher named "Shawnee." Most of these early locomotives bore names in accordance with the custom of the times. By 1881, the total had increased to 233 locomotives, among them being representatives of the Manchester, Pittsburgh and Brooks Works. Most of the engines of this period were equipped with the diamond stack, or with a modified form of this stack designed by Mr. George Hackney, then Superintendent of Machinery at Topeka, and widely known as the Hackney stack. Mr. Hackney held the position of Superintendent of Machinery for the Santa Fe from Nov. 1, 1878, until July 1, 1889. His immediate predecessor was Mr. H. V. Faries, who held the title of Master Mechanic from July 1, 1870 until Nov. 30, 1878. Chief Mechanical Officers of the Santa Fe from its inception to the present time, with their pictures, are listed in the company publication, "The Santa Fe Today," issue No. 4. Following is a list of those who have held this position from the beginning up to the close of 1941, with their titles and term of service:

Harry V. Faries	Master Mechanic	July	1,	1870 to	Nov.	30, 1878
George Hackney	Superintendent of Machinery	Nov.	1,	1878 to	July	1, 1889
Harvey Middleton	Superintendent of Machinery	July	1,	1889 to	May	31, 1890
John Player	Superintendent of Machinery	June	1,	1890 to	Jan.	1, 1902
George R. Henderson	Superintendent Motive Power	Jan.	1,	1902 to	July	31, 1903
Alfred Lovell	Superintendent Motive Power	July	31,	1903 to	Dec.	1, 1907
W. F. Buck	Superintendent Motive Power	Jan.	1,	1908 to	Jan.	31, 1912
John Purcell	Asst. to Vice-President	May	1,	1912 to	Dec.	31, 1941

Mr. Purcell was succeeded by Mr. J. M. Nicholson, assistant to vice-president, operation, who is in charge of the mechanical department, with headquarters in Chicago, and at the present time has supervision of some 20,000 employees.

In common with many other railway systems, the Santa Fe has, at various times, constructed locomotives in its own shops. The first of these was built in the Topeka Shop, in 1881; it was a 4-4-0 type. This locomotive was the second No. 1, named "C. K. Holliday," after the Santa Fe's first President. It had 17x28" cylinders, 57" driving wheels and weighed 39 tons. It was followed closely by the second No. 2, a similar machine, named "Wm. B. Strong." Both locomotives were fitted with the Hackney Stack, 6-inch air pump, driver brakes and were coal burners. The second No. 3, a sister engine, named "T. C. Wheeler," appeared in 1882 and was the last locomotive built at Topeka to bear a name. The custom of assigning names to locomotives appears to have been generally abandoned by the Santa Fe after 1882.

During its first decade of operation, the Santa Fe, in common with other railroads of the time, had satisfied its motive power requirements almost entirely with locomotives of the 4-4-0 type, a wheel type then in universal favor. But with the expansion of the system westward, the need of heavier and more powerful locomotives came to be recognized. The first move in this direction began with the purchase of several 4-6-0 type locomotives from the Taunton Works in May, 1879. The first locomotives primarily designed for freight service appeared in the following year, 1880, with the acquisition of a fairly large number of 2-8-0 type from the Hinkley and Pittsburgh Works. These were followed in 1881 and 1882 by large numbers of locomotives of this type from the Hinkley, Pittsburgh and Brooks Works. Their advent adequately solved the freight requirements of the system until nearly the turn of the century. Passenger service continued to be handled by locomotives of the 4-4-0 and 4-6-0 type; in fact, during 1886 and 1887, considerable numbers of locomotives of these two wheel types were obtained from the Schenectady Works for the Santa Fe and its subsidiary companies, the Southern Kansas and the Chicago, Kansas & Western. During 1891 and 1892, this number was augmented by an extensive group of 4-6-0 type locomotives purchased from the Brooks Works. These early locomotives supplied the principal freight and passenger requirements for motive power during the closing years of the original company prior to the reorganization which may be said to have ushered in the modern period.

III. MODERN MOTIVE POWER.

The modern era may, for convenience, be said to date from the year 1898, when the system put in effect the first extensive renumbering of its locomotives. This was followed in 1900 by an even more drastic system of renumbering and classification which still serves as the basis for class designations at the present time. It was at this time that larger and more powerful locomotives of the 2-8-0 type appeared in large numbers to satisfy increased demands for freight service. And it was during this period that many of the earlier locomotives began to disappear from the records in such numbers as to lead inevitably to the extensive 1900 renumbering.

Under this new system, the older locomotives retained in service, but destined for early retirement, were set aside in a "0" series, beginning with the number, 01. This class, or series, likewise served to a great extent as a means of caring for locomotives later acquired from other railroads and which did not fit readily into the established groupings. The "0" series eventually extended to include No. 0267.

What may be termed the main roster began numbering with the numeral, 1. Locomotives of similar type and dimensions were grouped together in separate classes. Thus, the group comprising locomotives numbered from 1 to 15, inclusive was known as the 1 Class, irrespective of their individual road numbers. The next group, beginning with 16, comprised the 16 Class, and so on. In the following pages, reference

will be made to locomotives by their class designations in accordance with this system.

Any method of recording the nearly 4000 locomotives appearing in the appended roster would, of necessity, be an arbitrary one. The one which seems to present the fewest disadvantages is that of listing them in sequence of their final road numbers in accordance with the 1900 system of classification. Locomotives dropped prior to the time when this classification was adopted obviously will not fit into the roster; these locomotives are listed in a supplementary roster appearing at the close of the main list. However, numerous of these earlier locomotives belonged with original groups, some members of which survived to receive a 1900 road number. In such instances, these locomotives have been included in the 1900 groupings in which they would normally have appeared in order to preserve sequence and to assist in cross-indexing the main list for easier reference. Since the supplementary roster contains only some 160 locomotives, many of which are cross-indexed as just mentioned, it is felt that no great disadvantage will result from the use of this method. There is no provision for quickly locating the older locomotives by original road number, as these, in most instances, received one or more later numbers. However, the early locomotives may be quickly surveyed by having recourse to all road numbers below 500, to the supplementary roster and to the following classes: 2160, 2200, 2223, 2243, 2263, 2281, 2288, 2301, 2311, 2341, 2366, 2376 and 2404. An appended list of subsidiary and predecessor roads refers to classes embracing locomotives of original ownership other than Santa Fe so that locomotives from an outside source may be quickly located.

In the main roster, then, the final (1900) numbering will be found at the extreme left, with previous numbering appearing successively to their right. Original Santa Fe locomotives, built prior to 1898, usually bore three successive road numbers; 1900, 1898 and original, listed from left to right in that order. In some instances, locomotives received temporary assignments on subsidiary lines, such as the GC&SF, Southern California, etc. These are indicated to the right of the original numbering. Reference to page headings or headings appearing with the various classes will serve to clarify the numbering sequence. With each class is a heading in which is included the chief mechanical specifications of the locomotives in that class.

The advent of large groups of 2-8-0 type locomotives during the period, 1897-1902, may be said to have first marked the trend toward more modern types of motive power. (Refer to Classes 649, 664, 709, 729, 759, 769, 789 and 825). The first Mikado (2-8-2) type appeared in 1902 (see 885 Class). These were four-cylinder compounds of the Vauclain pattern. In the same year appeared three locomotives of the 2-10-0 type, then the largest on the system. All were of the four-cylinder tandem compound pattern, designed for use as helpers in the mountain districts. In the following year, 1903, appeared a large fleet of heavy freight locomotives of the 2-10-2 type; all had the four-cylinder tandem compound feature. As this was the first order to be placed with a builder

for locomotives of this wheel arrangement, the 2-10-2 type came to be known as the Santa Fe type and is still known as such today. These locomotives were built at the Baldwin Works and constitute the 900 class. Later, others of this wheel type were placed in service; they were numbered in the 1600 and 3800 classes. Beginning in 1913, the Mikado type began to appear in large numbers and are listed under the following classes: 3100, 3129, 3160 and 4000. The present 5000, 5001 and 5011 classes represent the largest and most powerful freight locomotives purchased by the company on original order. They are of the 2-10-4 or "Texas" type, so called because of the Texas & Pacific Railroad having placed the first large order for locomotives of this wheel arrangement. However, the first 2-10-4 type locomotive, with separate tender, ever built, was ordered by the Santa Fe from the Baldwin Works in 1919 under road number 3829. All other members of the 3800 class are of the 2-10-2 type, the 3829 having been designed with a four-wheeled trailing truck for experimental purposes. The only 2-8-4 type locomotives owned by the Santa Fe are the 4101 class, obtained in 1927, and the 4193 class purchased from the Boston & Maine Railroad in 1945.

The appearance of modern passenger types began with the advent of the Atlantic (4-4-2) type, placed in service in 1903 under road numbers 256-259. They were likewise the first locomotives of the four-cylinder balanced compound type to be purchased by the Santa Fe. They were followed in quick succession by a large number of similar locomotives; see classes 507, 542, 1400, 1452, 1480 and 1550. The first Pacific (4-6-2) type locomotives to see service on the Santa Fe were the 1200 class, obtained in 1903. These were single-expansion locomotives fitted with Stephenson valve gear and piston valves. In 1915-16, these were superheated and had new cylinders and Baker valve gear applied. The 1206 was fitted with a booster in 1921, apparently the first to be tried by the Santa Fe. The 1226 class, all balanced compound, were the next Pacific type locomotives to appear; they were the first of a large number of this wheel arrangement to have compound cylinders. The 1309 class engines, which appeared in 1911, were notable in having been equipped with two steam domes. The most recent units of the Pacific type are the 3400 class, purchased during the period, 1919-1924.

The first 4-8-2 (Mountain) type passenger locomotives, Nos. 3700 and 3701, were given a trial in 1918. They were followed by 49 similar units over the period 1919-1924 (see 3700 class). Beginning in 1927 and extending through 1929, were added the first 4-6-4 (Hudson) and 4-8-4 type passenger locomotives (see 3450 and 3751 classes). The most recent additions have been the 3460, 3765 and 3776 and 2900 classes placed in service subsequent to 1938.

In addition to the foregoing steam locomotives, the Santa Fe has pioneered in adapting the diesel-powered locomotive to railroad service. In February 1935, the first diesel, a 600 h.p. switcher, was placed in service in the Chicago yards for observation. Since that time, diesel locomotives have appeared in increasing numbers until at the present writing, the Santa Fe has the largest fleet of such locomotives of any railroad in existence. The Santa Fe was the first railway to use the diesel locomo-

tive in all three branches of service:—freight, passenger and switching. To a great extent, the Santa Fe has served as a proving ground and as a school for diesel-electric operation in the United States. It pioneered the 5400 h.p. road diesel. The power generated by one of these giants of the rail may be visioned from the statement that this locomotive exerts 230,975 pounds tractive effort.

Since 1915, it has been the practice of the Santa Fe, when ordering new steam locomotives from the builders, to set up specifications for each class in the mechanical engineer's office; these specifications and drawings to accompany them were furnished the builders. All steam locomotives purchased since 1927 have been so fully designed by the Santa Fe that they may be regarded as exclusive Santa Fe products. As soon as construction is under way, a force of inspectors, under the direction of the mechanical engineer, is placed in the builder's shops to insure that all specifications are complied with.

IV. COMPOUND STEAM LOCOMOTIVES.

Probably no other American railroad has had in service as many locomotives equipped with compound cylinders as has the Santa Fe. These reached the impressive total of 956 separate units, which should entitle them to special mention. These included every type of compound that ever came into common use. Of the original units, not one is now left in service as such, all having been dismantled or rebuilt with single-expansion cylinders. At the present time, eight compounds of the Mallet type are on the active list, these having been purchased in used condition from the Norfolk & Western Railroad during 1943-44 for use as helper engines on the Western districts. With the cessation of heavy traffic occasioned by World War II, it is not likely they will be retained in service indefinitely.

Since the foregoing was written, the Santa Fe has disposed of all eight of the Mallet compounds received from the Norfolk & Western. No. 1797 was scrapped in 1947 and the remaining units, Nos. 1790-1796, were sold in February, 1948, to the Virginian Railway.

Before discussing the development of the compound locomotive on the Santa Fe, it may be well to mention briefly the characteristics of the types of compound locomotive in general use on American Railroads during the early 1900's. Ever since the steam locomotive came into common use, many and various attempts have been made to improve its efficiency. One of the most notable of such efforts was that of compounding steam. This principle has been, and still is, quite successful when applied to stationary steam engines, as well as in engines for marine use where the steam may be compounded three or even four times. When applied to the steam locomotive, it involved the use of live steam from the boiler in one or more cylinders, then utilizing its remaining expansive power in a second cylinder, or cylinders, of larger diameter. The most successful of the compounds to come into general use as applied to locomotive design may be placed in two groups:—(a) the two-cylinder type, sometimes called a cross-compound, or "cross-over" compound, and (b) the four-cylinder type, of which there have

been four principal designs, as follows:— (1) the Vauclain. designed by Samuel Vauclain of the Baldwin Locomotive Works; (2) the tandem; (3) the balanced; (4) the Mallet. The Santa Fe has had all these types in active service in years past.

In the cross-compound, two cylinders were located in the usual positions, one of which was a high-pressure cylinder and the other a low-pressure cylinder. Live steam entered the high-pressure cylinder directly from the boiler. When working compound, the steam exhausted from this cylinder through a special valve into a receiver located in the smoke-box, from whence it was fed to the low-pressure cylinder. The cylinder volumes were so proportioned as to provide equal piston thrust on each side of the locomotive. The earliest of the cross-compounds began to appear about 1890 and in subsequent years came into fairly wide use, but this type did not enjoy the popularity of certain of the four-cylinder designs. The first designs were what are often referred to as "automatic" compounds; that is to say, the engineer had no control over the functioning of the locomotive so far as the compounding of the steam was concerned. On starting, live steam entered both cylinders so that the engine started "simple." After the drivers had made one or two revolutions, the pressure of the steam that had accumulated in the receiver actuated a valve that closed off the live steam port to the low-pressure cylinder and opened a port from the receiver to this cylinder, so that from that point on the engine worked compound. It should be kept in mind that the tractive power of a locomotive is less when working compound than when working simple. In later designs the automatic principle, which entailed certain disadvantages, was done away with and a valve was located in the cab by means of which the engineer could operate the locomotive simple at will or when conditions warranted, as when the train was about to stall on a heavy pull. As redesigned, this type was known as a "convertible" compound. All of the principal builders put out their own design of cross-compound, all working on the same general principle but differing in details, chiefly with regard to the manner of transferring exhaust steam from the high-pressure to the low pressure cylinder. Since a cross-compound had only half as many exhausts per revolution as did the single-expansion engine, experienced railroad men were sometimes deceived as to the speed at which the locomotive was traveling.

In the Vauclain four-cylinder design, a pair of cylinders was located in the usual position on each side of the locomotive, one above the other. Thus, each side had a high- and a low-pressure cylinder, with the steam valve for each pair located in the saddle. The piston rods for a pair of cylinders were both attached to the same crosshead. Steam exhausted from the high-pressure cylinder into the steam valve, then was diverted directly to the opposite end of the low-pressure cylinder. This type of compound was designed to be worked simple at the discretion of the engineer. It provided a more even piston thrust than did the two-cylinder compound and was capable of operating at very high speeds in passenger service.

In the tandem compound, there were again a pair of cylinders on each side in the usual location, but with the difference that the high-pressure cylinder was placed directly ahead of and in line with the low-pressure cylinder. The pistons of the two cylinders were attached to a common piston rod which, in turn, was fastened to the crosshead. This design also gave a very even thrust to the driving wheels. The tandem compounds in use on the Santa Fe were nearly all of the 2-10-2 wheel arrangement, designed for freight service. They were commonly referred to as "wheezers," due to the soft, muffled exhaust caused by the nearly spent steam exhausted up the stack from the low-pressure cylinders.

The four-cylinder balanced compound enjoyed considerable popularity in high-speed passenger service and was used almost exclusively in that type of service. Here, the low-pressure cylinders were mounted in the usual positions, one on each side, with the two high-pressure cylinders and the steam valves located in the saddle, between the frames. The thrust of the high-pressure cylinders was transmitted by means of inside-connecting rods to the main driving axle, which was cranked for this purpose. The cranks on the axle and the outside main pins, which took the thrust from the low pressure cylinders, were so proportioned with respect to each other as to give a very even piston thrust. The principal builders of this type of compound were the Baldwin Locomotive Works, which had its own design, and the American Locomotive Company which used the Cole design. None of the latter were ever in use on the Santa Fe.

The Mallet type is the only compound design still in use in the United States, and it is used only to a limited extent. It cannot be operated at high speeds, so is limited to the handling of heavy trains at moderate speeds not much in excess of 20 miles per hour. In this design, the locomotive consists essentially of two engines with two sets of driving wheels, each of which is mounted on separate frames. The frames are connected by a flexible joint and are said to be "articulated"; this is necessary to keep the rigid wheel base of the locomotive within practicable limits. The rear set of driving wheels receive the thrust from a high-pressure cylinder, one on each side of the engine. The exhaust steam is then conveyed to the two low-pressure cylinders which drive the forward set of driving wheels; the steam is then exhausted directly through the stack.

The first compound to appear on the Santa Fe was one of the two-cylinder, or cross-compound type, with the 4-6-0 wheel arrangement. It was built by the Schenectady Locomotive Works in 1890 and bore road number, 440. It was later rebuilt to a simple locomotive and renumbered 405. Apparently, it was not too well received, as the only other compound of this design to see service on the Santa Fe was the famous "Richmond Tramp," obtained from a predecessor company in 1907, and renumbered 260.

The next compounds to be placed in service were a series of tandem compound engines built in the company's Topeka Shops, beginning in 1897, under patents owned by John Player, then Superintendent of

Machinery for the Santa Fe. The original design of the Player compound employed separate heads for the high- and low-pressure cylinders. In later designs of this compound, a common cylinder head was used. (See the 437 and 644 classes)

The first "big" engines to be placed in service were three 2-10-0 type tandems built by the Schenectady and Baldwin Works for use on the heavy grades over Raton Pass. (See the 987 and 988 classes).

In 1901-03, a large number of locomotives fitted with Vauclain compound cylinders appeared under such varied wheel arrangements as 2-6-0, 4-6-0, 2-6-2, 2-8-2, and 2-8-0. At the same time, the Schenectady Works supplied two tandem compound engines of the 2-6-2 wheel arrangement. (For details, refer to the 564, 566, 498, 1000, 1014, 1050, 789 and 885 classes).

Probably the most curious in appearance of the many compound locomotives owned by the Santa Fe were the 1480 class Atlantics. All came fitted with Jacobs-Shupert fireboxes and smoke-box reheater, but had no superheater, a distinction from the 1400 class compounds which were equipped with a combined smoke-box superheater and reheater. Both classes were of the four-cylinder balanced compound design. The 1480 class engines had two steam domes, with an outside dry pipe fitted to the forward dome. An unusual design of Walschaert valve gear was used. The odd and ungainly appearance of these locomotives gained for them the name of "Bull Moosers." The first of the group to receive a conventional stayed firebox was the No. 1500, in 1918. At about the same time, the No. 1486 was equipped with an experimental feed-water heater. As built, the main rods from the low-pressure cylinders were connected to the forward pair of drivers and the connecting rods of the high-pressure cylinders imparted their thrust to the forward driving axle, which was cranked. In later years, when this class was rebuilt to simple locomotives, a section of the boiler, including the forward steam dome, was removed, making a close-coupled arrangement which required extending the main rod to the second pair of driving wheels. As rebuilt, this class presented a very neat and symmetrical appearance.

The first Mallet articulated compounds appeared in 1910. An experimental Mallet of the 2-6-6-2 type was assembled at Topeka from two members of the 1052 class Prairie type engines, of which No. 1051 served as the high-pressure unit and No. 1125 as the low-pressure unit. This locomotive bore road number 1157 and was soon followed by two similar locomotives, Nos. 1170-1171 (renumbered 1158-1159), built at the Baldwin Works. All three were fitted with a flexible boiler; that is, one jointed at the middle section to afford greater stability and flexibility in rounding curves. In close succession followed the 1160 and 1170 classes, of similar type, but having rigid boilers. In 1911 appeared the 3300 class, likewise of the 2-6-6-2 wheel arrangement, of which four had jointed boilers. These were the last Mallets purchased by the Santa Fe. All but the No. 1157 were products of the Baldwin Locomotive Works.

In 1909 were built the largest and most powerful passenger locomotives ever constructed up to that time, when Baldwin turned out Nos. 1300 and 1301. These were of the Mallet articulated type with a 4-4-6-2 wheel arrangement. They were renumbered 1398 and 1399 to make room for the 1297 class Pacifics. After six years service, these two locomotives were rebuilt to two single-expansion Pacific type engines. (Refer to the 1398 class for details).

During the same year, appeared two huge 2-8-8-2 type Mallets for freight service, the largest freight locomotives built up to that time. These bore road numbers 1700 and 1701, renumbered 1798 and 1799. They were subsequently rebuilt to two simple 2-8-2 type engines. (See 1798 class).

In 1911, at the Topeka and San Bernardino shops, four 2-8-8-0 type Mallets were constructed from four 2-8-0 type locomotives of the 1950 class. Assigned road numbers 3200-3203, they were later rebuilt to their original status, having in the meantime been renumbered 3296-3299. (For details, refer to the 3296 class.)

The final effort in the building of these ponderous compounds bore fruit in 1911 with the construction, at Topeka Shops, of the huge 2-10-10-2 type Mallets of the 3000 class. These were the largest locomotives ever constructed up to that time, a point readily appreciated when it is understood that they were designed to exert the then unheard-of tractive force of 111,600 pounds. They were constructed from ten existing members of the 900 and 1600 class 2-10-2's as high-pressure units and ten low-pressure units supplied by the Baldwin Works. They came equipped with large turtle-back tenders. These locomotives were not a signal success and were later rebuilt to twenty simple 2-10-2 type engines, numbered 3010-3029. For details, consult classes 3000, 3010 and 3020.

As though the 3000 class Mallets lacked something of being the last word in locomotives, the Baldwin Works was asked, in 1915, to draw up plans for the greatest Mallet of all. It was to be a quadruplex double compound of the 2-8-8-8-8-2 wheel arrangement. The four pairs of cylinders were to have dimensions of 27″ and 41x32″. Driving wheels were to be 60″ diameter. To make for easy negotiation of curves, the boiler was to have a flexible joint in the middle section. Two cabs were provided for, one in front and one in the usual position over the firebox. One set of driving wheels was to be placed under the tender. The weight of the engine alone was to approximate 885,000 pounds and the leviathan was to exert the enormous tractive effort of 200,000 pounds. Needless to relate, this hypothetical monster was never constructed.

The last group of compounds built for the Santa Fe was the 3500 class Pacific type, placed in service in 1914. They were of the four-cylinder balanced type, constructed at the Baldwin Works, and designed for passenger service. They were all later rebuilt to simple locomotives with modern cylinders and Walschaert valve gear.

For some thirty years, since its inception, the compound locomotive served its purpose well and undoubtedly effected real economy in loco-

motive operation. But with the advent of the superheater and its extended use as standard equipment, the doom of the compound was sealed. Compared with the simple locomotive, the compound was necessarily more complex in structure and more expensive to maintain in service, factors which tended to offset the economies gained by reuse of the steam. Education of engine crews in the proper handling of the compound left much to the human factor. In some localities the compound gained a bad name, probably due to improper handling as much as to any one factor. There were enginemen who disliked the compound and who were not above handling the locomotive in such a manner as to add to the impression that it was an inefficient and undesirable form of motive power. In retrospect, it is generally admitted that the evidence for the compound was in its favor. It played its part and had its day. To the serious student of locomotive development, it is today an object of only historical interest, but withal one that has much appeal.

The following table summarizes, as to class and type, the compound locomotives that have seen service on the Santa Fe.

V. SUMMARY OF COMPOUND STEAM LOCOMOTIVES.

Wheel Type	Cross	Balanced	Vauclain	Tandem	Mallet	Total
2-6-0			35			35
4-6-0	2		5	2		9
4-4-2		172				172
4-6-2		156				156
2-6-2		88	143	2		233
2-8-0			36	45		81
2-8-2			15			15
2-10-0				3		3
2-10-2				160		160
2-6-6-2					68	68
4-4-6-2					2	2
2-8-8-0					2	2
2-8-8-2					10	10
2-10-10-2					10	10
Total	2	416	234	212	92	956

VI. SUMMARY OF STEAM LOCOMOTIVE OF ALL WHEEL TYPES.

It will be noted that the total by wheel types is greater than that by builders. This is accounted for by duplication caused by rebuilding of locomotives from one type to another, such as 2-8-0 to 0-8-0.

Wheel Type	Total	Wheel Type	Total
0-4-0	16	2-8-0T	1
0-4-0T	7	2-8-0	511
0-6-0	221	2-8-2	408
0-6-0T	5	2-8-4	22
0-8-0	110	4-8-2	51
4-4-0	473	4-8-4	65
4-4-2	173	4-8-0	0
2-6-0	120	2-10-0	11
2-6-2	235	2-10-2	353
4-6-0	462	2-10-4	36
4-6-2	274	Mallet	92
4-6-4	16	Total	3743

VII. SUMMARY OF STEAM LOCOMOTIVES BY BUILDERS.

Number of Units	Builder
2321	Baldwin
147	Schenectady
140	Manchester
120	Brooks
116	Hinkley
81	Rhode Island
77	A. T. & S. F.
75	Pittsburgh
68	Taunton
58	Dickson
51	Richmond
13	Unknown
11	New York (Rome)
8	Mason
7	Lima
6	Cooke
3	Rogers
2	Davenport
1	C. R. I. & P. Ry.
1	Bailey
1	Pennsylvania R.R.
126	American Locomotive Company, distributed as follows:
(38)	Pittsburgh Works
(25)	Rhode Island Works
(21)	Brooks Works
(25)	Schenectady Works
(17)	Cooke Works

TOTAL: 3425 locomotives, exclusive of those of subsidiary or predecessor roads that were not numbered into the Santa Fe roster.

VIII. THE FOLLOWING LIST PRESENTS PREDECESSOR AND LEASED LINES AND OTHER RAILROADS TO WHICH REFERENCE IS MADE IN THE MAIN ROSTER.

With each is given road classes of locomotives originating with it and later renumbered to the Santa Fe 1900 classification.

1. ARIZONA & CALIFORNIA (A&C). Refer to SFP&P for motive power record.
   Predecessor of the CA&SF (which see).
   Incorporated in 1903. Mileage, 190.3.
2. ARIZONA EASTERN (AE). See No. 09.
3. ARIZONA & UTAH (A&U). Refer to 2nd No. 260.
   Incorporated, 1899. Reorganized, 1906, as the Western Arizona. Leased to the Santa Fe. Mileage (all in Arizona), 23.4.
4. ARKANSAS VALLEY (AV). See 503 Class engines.
   Incorporated in 1905. Sold to the AT&SF in 1907.
   Mileage, in Colorado, 29.2.
5. ATLANTIC & PACIFIC (A&P). Refer to 0106, 125, 281, 354 and 631 Classes.
   Also see appended roster of Western Division A&P locomotives.
   Predecessor of the Santa Fe Pacific. The A&P Western Division consisted of a line extending between A&P Jct., N. M., and Needles, Calif., about 563 miles, with 242 miles leased between Needles and Mojave, Calif. On June 24, 1897, the A&P (Western Div.) was jointly controlled by the Santa Fe and Frisco Railroads. The property was conveyed to the Santa Fe Pacific Railroad Co. by deed dated June 24, 1897, this corporation having been created by special act of the Congress of the United States, June 16, 1897. The property was conveyed to the Santa Fe on July 1, 1902, by deed dated July 1, 1903.

6. BEAUMONT WHARF & TERMINAL COMPANY (BW&T). Refer to 0261 and 2420 Classes.
   The BW&T was incorporated in Texas, March 26, 1897, and consists of 4.13 miles of belt line in Beaumont, Texas. It is controlled by the Santa Fe through stock ownership.
7. BRADSHAW MOUNTAIN (BM). See SFP&P for motive power record.
   Incorporated, 1901. Mileage, 35.65 in Arizona.
   Sold to the CA&SF Ry., a Santa Fe subsidiary.
8. BUFFALO & NORTHWESTERN (B&NW). See No. 0169.
   Mileage, 52.2, in Oklahoma, built in 1916. Sold to the Santa Fe in 1920 and now part of the Plains Division.
9. CALIFORNIA, ARIZONA & SANTA FE (CA&SF). Incorporated in 1911, in Calif., to acquire title to certain properties totaling 827 miles of railroad owned and operated in California, Arizona and Nevada. It comprises sixteen corporations, including the A&C, BM, CE, P&E, Randsburg and SFP&P. In 1911 it acquired the important line of the Southern Pacific, 241.6 miles, Mojave to Needles, Calif., built by the Southern Pacific in 1882-1883.
10. CALIFORNIA EASTERN (CE). See 2nd No. 142.
    Predecessor of the CA&SF. Incorporated in 1895. Mileage, 45.2, in Calif., inclusive of the Nevada Southern Ry.
11. CANE BELT. Refer to 0251 and 0256 Classes.
    Incorporated in 1898. Leased to the GC&SF in 1905.
    Mileage, 104, all in Texas.
12. CHICAGO, KANSAS & WESTERN (CK&W). Refer to 41, 2200 and 2273 Classes and to appended roster.
    The CK&W was a consolidation of ten corporations, incorporated in Kansas in 1886. It was sold to the Santa Fe, which had always controlled it, in 1901. Mileage, 887, in Kansas.
13. CHICAGO, ST. LOUIS & WESTERN (CStL&W). Refer to 031, 0104, 0157 and 2298 Classes and to Nos. 202-204, 207 and 209 in the supplementary roster. The CStL&W was incorporated in Illinois, May 15, 1882. The CStL&W was the immediate successor of the Chicago, Pekin & Southwestern and a predecessor of the CSF&C. The CP&SW was incorporated in Illinois, Feb. 24, 1859, as the Chicago & Plainfield; name changed to CP&SW on April 19, 1869.
14. CHICAGO, SANTA FE & CALIFORNIA (CSF&C). Incorporated, 1886, in Illinois. Controlled under lease by the Santa Fe and conveyed to it in 1900. Mileage, including, 140.2 from the CStL&W, 490.1, in Illinois, Missouri and Iowa.
15. CLINTON AND OKLAHOMA WESTERN (C&OW). Refer to 2436 Class, to 2nd No. 393 and to appended roster of C&OW locomotives.
    Incorporated in Oklahoma, Nov. 10, 1908, and sold, Jan. 1, 1928, to the AT&SF. Mileage, 66.3, in Oklahoma & Texas.

16. CONCHO, SAN SABA & LLANO VALLEY (CSS&LV). See No. 0252.

Incorporated in Texas, April 2, 1909. Leased to the GC&SF, July 1, 1924. Mileage, 59.7, in Texas.

17. CROSBYTON SOUTH-PLAINS (CSP). Refer to 2nd No. 0226.

Incorporated in Texas, April 6, 1910. Name changed to South Plains & Santa Fe Ry. Co., August 17, 1916. Leased to the Panhandle & Santa Fe Ry. Co., October 1, 1925. Operates 166.5 miles in Texas.

18. DENVER, ENID & GULF (DE&G). See 0258 and 281 Classes. Also see 2nd nos. 146 and 147.

The DE&G was incorporated in Kansas, August 16, 1905, as the Denver, Kansas & Gulf Railroad Co. Name was changed to DK&G Ry. Co., Oct. 17, 1905. It was sold to the DE&G, April 3, 1907. The DE&G was incorporated in the Territory of Oklahoma, March 31, 1902, and was sold to the Eastern Oklahoma Ry. Co., a Santa Fe subsidiary, May 22, 1907. The Eastern Oklahoma was sold to the AT&SF, June 20, 1907.

19. EEL RIVER & EUREKA (ER&E). See No. 0179.

20. EL PASO & NORTHEASTERN (EP&NE). See the 875 CLASS.

21. FORT BRAGG & SOUTHEASTERN. See No. 2232.

The Ft. Bragg & Southeastern is a subsidiary of the Northwestern Pacific, organized in 1907 to combine certain interests of the Southern Pacific Co. and the AT&SF Ry. Co. in California, each owning one-half of the capital stock. The Santa Fe transferred an 0-6-0 type engine, No. 2232, to the Ft. Bragg line, where it received road number 2.

22. FORT WORTH & RIO GRANDE (FW&RG). Refer to the 2445 Class.

Purchased from the St. Louis-San Francisco Ry. in 1936.

23. GULF, BEAUMONT & KANSAS CITY (GB&KC). See 2nd nos. 143 to 145.

Incorporated in Texas, 1893, and leased to the GC&SF in 1914. Mileage, 62.50. Known originally as the "Lumber Line."

24. GULF, COLORADO & SANTA FE (GC&SF). Refer to 016, 019, 088, 0158, 0159, 0161, 0165, 0178, 0194, 141 and 2218 Classes. Also see nos. 2 to 4, 11 to 17, 35, 39, 45, 162, 164, 165, 303, 306, 308 and 991 to 997 in the supplementary roster and appended roster of GC&SF locomotives.

The GC&SF was incorporated in Texas in 1873. Mileage, 1244, in Texas, Louisiana and Oklahoma, inclusive of a number of leased and predecessor lines.

Controlled by the Santa Fe since 1879.

25. HUTCHISON & SOUTHERN (H&S). Refer to the 16, 389 Classes and 2nd nos. 148 and 149. Also nos. 20 and 21 in the supplementary roster.

Incorporated in Kansas in 1889. Sold to the AT&SF in 1898. Mileage, 88, in Kansas and Oklahoma.

26. KANSAS CITY, LAWRENCE & SOUTHERN (KCL&S). See 093 Class and nos. 375 and 377 in supplementary roster.
Incorporated in Kansas, 1879. Mileage, owned and leased, 340.6, in Kansas.
Predecessor of the Southern Kansas Ry. Co.

27. KANSAS CITY, MEXICO & ORIENT (KCM&O). Refer to all 2500 Class engines.
Incorporated in Kansas in 1914. Sold to the AT&SF in 1929.
Mileage, 228.3, in Kansas and Oklahoma and Texas.

28. LEAVENWORTH & TOPEKA (L&T). See nos. 083 and 0239.
This road was jointly owned by the Santa Fe and the Union Pacific. It is now abandoned.

29. LEAVENWORTH, LAWRENCE & GALVESTON (LL&G). See 093 Class and nos. 37 to 40, 358, 364, 368 to 370, 372 and 373 in supplementary roster.
Formerly the Leavenworth, Lawrence & Fort Gibson. Incorporated in Kansas in 1858. Mileage, 184.7, in Kansas.
Predecessor of the Southern Kansas Ry. Co.

30. LOS ANGELES & SAN GABRIEL VALLEY (LA&SGV). See 0163 and 0164 Classes.
Predecessor of the California Southern Ry. Co.
Incorporated, 1883, in California. Mileage, 21.09.
Controlled by the AT&SF since 1887.

31. MANHATTAN, ALMA & BURLINGAME (MA&B). See the 033 Class.
Incorporated in Kansas in 1872. Mileage, 56.6.
Sold to the Santa Fe in 1898.

32. NEW MEXICO CENTRAL (NMC). Organized in New Mexico, Sept. 21, 1908, as a consolidation of the Santa Fe Central Ry. Co. and of the Albuquerque Eastern Ry. Co. Leased to the Santa Fe, June 1, 1926. For motive power, see the 875 Class.

33. NEW MEXICO & SOUTHERN PACIFIC (NM&SP). See 09, 049 and 2403 Classes. Also see No. 32 in the supplementary roster.
Incorporated in New Mexico, 1878. Controlled by the Santa Fe by lease until sale in 1899. Mileage, 371.8, in New Mexico.

34. OKLAHOMA CENTRAL (OC). Refer to the 0265 and 865 Classes.
Incorporated in Oklahoma Territory, Sept. 20, 1904, as the Canadian Valley & Western Ry. Co. Name changed to Oklahoma Central Ry. Co., Sept. 27, 1905. On July 31, 1914, this latter company was consolidated, by incorporation under the laws of Oklahoma, with the Chickasha Terminal Ry. Co. and the Ada Terminal Ry. Co. to form the Oklahoma Central Railroad Co.
Leased to the Santa Fe in August, 1914.
Mileage was 133, most of which has since been abandoned.

35. PECOS VALLEY & NORTHEASTERN (PV&NE). Refer to 0232, 0234, 0236, 0238 and 0242 Classes.
Incorporated, 1898, in New Mexico. Controlled in 1907 by the Eastern Ry. of New Mexico, a Santa Fe corporation, and sold to the AT&SF in 1912. Mileage, 219.8.

36. PRESCOTT & EASTERN (P&E). Refer to the SFP&P for motive power record.
Predecessor of the CA&SF.
Incorporated in Arizona in 1897. Leased to the SFP&P and sold, in 1911, to the AT&SF. Mileage, 26.4, in Arizona.

37. PUEBLO & ARKANSAS VALLEY (P&AV). See supplementary roster for motive power.
Incorporated, March 24, 1875, in the Territory of Colorado. It was controlled on Sept. 29, 1875, by the Santa Fe, due to advances made for construction, but was operated under lease by the Santa Fe from Sept. 15, 1875, the date it was placed in operation. Sold to the Santa Fe on January 19, 1900. On date of sale the company owned 290 miles of track consisting of a main line extending from the Kansas-Colorado state line to Canon City, Colo., with branches extending from Clelland to Rockvale and from La Junta to the Colorado-New Mexico state line.

38. RANDSBURG RAILWAY. Refer to 2nd No. 260.
Predecessor of the CA&SF.
Incorporated, 1897, in Arizona. Leased, 1903, by the AT&SF until sale in 1911. Mileage, 28.6, all in California.

39. ROCKY MOUNTAIN & SANTA FE (RM&SF). Refer to the StLRM&P.
Mileage, 105.2, in New Mexico.
Leased to the AT&SF in 1915.

40. SAN FRANCISCO & NORTHWESTERN (SF&NW). See No. 07.
Controlled in connection with the Ft. Bragg and Southeastern as described above.

41. SAN FRANCISCO & SAN JOAQUIN VALLEY (SF&SJV). Refer to the 0168, 18, 308 and 2222 Classes.
Incorporated, 1895, in California. Mileage, 372.6, all in California.
Sold to the AT&SF in 1901.

42. SANTA FE PACIFIC (SFP). Refer to the 0209, 283, 419, 664, 709, 769, 2156, 2221, 2303 and 2317 Classes.
Successor to the Atlantic & Pacific, which see.

43. SANTA FE, PRESCOTT & PHOENIX (SFP&P). Refer to the 2421, 2439 and 2442 Classes.
Predecessor of the CA&SF.
Incorporated, 1891, in Arizona. Controlled by the AT&SF since 1901 and sold to it in 1911 through the medium of the CA&SF. Mileage, 364.2, all in Arizona, including leased lines of the P&E, BM and a portion of the A&C.

44. SANTA FE, RATON & EASTERN (SFR&E). Refer to No. 397.

45. SANTA FE TERMINAL COMPANY OF CALIFORNIA (SFT). See the 2419 Class.
Incorporated, 1899, in California. Conveyed to the Santa Fe in 1912. Consists of terminal facilities in San Francisco.

46. SILVER CITY & NORTHERN (SCN). See the 2401 Class.
Incorporated, 1891, in New Mexico. Leased to the Santa Fe in 1897 and sold in 1899. Mileage, 13.6, in New Mexico.

47. SOUTHERN CALIFORNIA (SC). See the 03, 011, 0106, 395, 412, 464, 2155 and 2418 Classes. Also see appended roster of locomotives for the California Southern (CS) Ry.
Incorporated Nov. 7, 1889, in California, as a consolidation of eighteen corporations chief of which was its direct predecessor, the California Southern Ry., incorporated in California, Oct. 23, 1880. It was leased to the Santa Fe in 1904 and sold to that company Jan. 17, 1906.
Mileage, 483.8, all in California.

48. SOUTHERN KANSAS RY. CO. (SK). See the 23, 41, 2200 and 2273 Classes. Also see supplementary roster and appended roster of Southern Kansas locomotives.
Incorporated in Kansas in 1885 as a consolidation of twenty predecessor companies, inclusive of the KCL&S and the LL&G. Sold to, and controlled by, the Kansas City, Topeka & Western in 1899, which company, in turn, was controlled by the AT&SF. The SK. in turn, controlled the Southern Kansas Ry. of Texas, now known as the Panhandle & Santa Fe, a corporation which owns no equipment and whose function is that of operating certain of the western lines, mainly in Texas. The Southern Kansas had 829.4 miles in Kansas and Oklahoma.

49. ST. JOSEPH & ST. LOUIS (StJ&StL). See the 0132, 0152 and 138 Classes and No. 41 in the supplementary roster.
Incorporated, 1868, as the St. Louis & St. Joseph. In 1874, incorporated as the St.J&StL and operated by the St. Louis, Kansas City & Northern (now Wabash) until 1886. Sold to the St. Joseph, St. Louis & Santa Fe, a predecessor of the AT&SF, who controlled it in 1900 by sale.
Mileage, 76.2, in Missouri.

50. ST. LOUIS, ROCKY MOUNTAIN & PACIFIC (StLRM&P). See the 870 Class.
Incorporated, 1905, in New Mexico. In 1905, name was changed to RM&SF and leased to the Santa Fe in 1915. See RM&SF.

51. ST. LOUIS-SAN FRANCISCO (SLSF). See 354 and 2445 Classes. Also refer to the FW&RG.

52. WICHITA & WESTERN (W&W). See the 0127 Class.
Incorporated, 1883, in Kansas and jointly controlled in 1886 by the AT&SF and the StL&SF (Frisco) as the Wichita & Western Railroad Co. Reorganized in 1889 as the Wichita & Western Railway Co. and operated by the AT&SF from 1890 until date of sale in 1898. Mileage, 79.8, in Kansas.

53. WICHITA FALLS & NORTHWESTERN (WF&NW). See the 2436 Class.

Company shops, referred to in the roster, some by abbreviations, are:

Albuquerque, N. M.—Argentine, Kansas—Bakersfield, Calif.—Calwa, Calif.—Cleburne, Texas—Clovis, N. M.—Corwith, Ill.—Dodge City, Kansas—Galveston, Texas—La Junta, Colorado—Los Angeles, Calif.—Needles, Calif.—Richmond, Calif.—Raton, N. M.—San Bernardino, Calif.—Shopton, Iowa—Topeka, Kansas.

IX. CONCLUSION.

As with other large railroad systems, steam motive power built up the Santa Fe System. It would be difficult to estimate the enormous amount of work done during the decades since the Santa Fe first placed old No. 1 in service. Of the nearly 500 4-4-0 type steam locomotives that have seen service, not one is left. The final survivor, No. 95, purchased from the Manchester Works in 1887, was dismantled in September, 1940. It spent its last days on a branch line of the GC&SF out of Brownwood, Texas, after 53 years of faithful service. The bell of this historic locomotive is now in the possession of the writer.

Much of the work being done on the Santa Fe today is performed by steam locomotives that have seen nearly a half-century of service. That they are to be regarded as ancient in the strict sense of the term, is not literally true. Through periodic overhauling, with replacement of parts and the addition of new devices, these old timers continue to perform the tasks demanded of them. That their performance is satisfactory is testified to by the fact that they are still retained on the active list. Sentiment plays little part in the operation of a modern railroad system.

The oldest locomotive still in serviceable condition, although now retired from active service, is the former No. 2414, a 2-8-0 type built by Baldwin in 1880. Originally No. 132, it came equipped with diamond stack and a water pump operated by one of the eccentrics. In the 1900 classification, it became No. 2414. In later years it was changed to 0-8-0 type and served for a long period as shop engine at Argentine, Kansas. About 1943 it was largely restored to its original appearance and given its old number, 132. It is occasionally used for display purposes and is still capable of operating under its own power. It is kept stored in the roundhouse at Topeka.

Certainly the oddest of the early locomotives was an experimental machine, the No. 738, built under the Strong patents at the Schenectady Works in 1887. This locomotive had two cabs and resembled the so-called "Mother Hubbard" type that later came into general use on eastern railway systems. It had a special tubular firebox and grid type valves that were said to be more efficient than conventional devices then

in use. The wheel arrangement was of the 4-4-2 type, probably the first instance in which such a wheel distribution was used. A similar locomotive of the 4-8-0 type was ordered at the same time from the Schenectady Works and construction begun under shop number 2416. Presumably, the 738 failed to live up to expectations, as the order for the second locomotive was cancelled; its boiler lay neglected for several years in the yards at the Schenectady plant before being scrapped. The 738 was rebuilt to conventional 4-4-0 type and received road number 40 in the 1900 classification. (See main roster for details)

One of the most unusual types of locomotive in use at the present time is the No. 9299 (formerly No. 2299), a so-called fireless type, in use at the Dallas terminal of the GC&SF. See No. 2299 for details. Another fireless type is in use by a subsidiary company, the Santa Fe Tie & Timber Preserving Co., at its National City, California, plant. This locomotive was built in 1920 by the H. K. Porter Co., const. no. 6535, as the Pacific Lumber Company No. 32 and was in use at their mill at Scotia, Calif., until 1921 when it was purchased by the tie plant at National City. It is of the 0-6-0 wheel type.

Among the most outstanding of the steam locomotives in service at this writing are the new 5011 class of the 2-10-4 type and the 2900 class 4-8-4 type. All who have seen these superb machines in operation have only unstinted praise for their performance. Designed entirely by the Santa Fe engineering staff and built by the Baldwin Locomotive Works, they stand as supreme examples of the locomotive builder's art.

ATCHISON, TOPEKA AND SANTA FE

LOCOMOTIVES

X. COMPLETE LIST, 1869-1947

PART I. STEAM LOCOMOTIVES

ROAD NUMBERS OF ENGINES

1900	1898	Original	Other	Builder	Year Built	Bldrs. Number	Remarks
			01 CLASS. 4-4-0. 14x24-56-37150-63550-125-8900				
01	3	345		Rhode Isl.	1869	Unkn.	Purchased secondhand; original owner unknown.
			02 CLASS. 4-4-0. 14x24-62-41600-68900-130-8400 (for #02)				
02	1	23		Taunton	1872	577	Named "Chas. W. Pierce."
03	S.C.35	C.S.3		Manchester	1881	895	Renumbered 2155.

(Engine 03 was 0-4-0 type with 15x22-inch cylinders and 51-inch drivers. It was rebuilt to saddle-tank type and renumbered 2155)

			04 CLASS. 4-4-0. 15x22-69-42800-68100-130-7900				
04	5	5		Taunton	1870	516	Named "Thomas Sherlock." Scrapped at Topeka, 7-21-11.
			05 CLASS. 4-4-0. 16x24-57-39000-65000-130-11900				
05	9	19		Taunton	1872	564	Named "Zarah." Sc. Topeka, 7-25-11.
06	13	13		Taunton	1871	542	Named "Geo. Opdyke." Sc., Topeka. 7-19-11.
			07 CLASS. 4-4-0. 16x24-58-46300-74400-130-11700				
07	25	45		Baldwin	1875	3831	Named "Colorado Springs." Sold to the SF&NW #6; then NWP #13. Scrapped 1928.
08	26	46		Baldwin	1876	3882	Named "San Juan."
09	30	NM&SP 202; SFP&P 101	502	Baldwin	1878	4411	Named "A. G. Greeley."
010	34	64		Baldwin	1878	4358	Named "F. A. Manzanares."

(Note: Nos. 08, 09 and 010 were all scrapped at Topeka, 3-24-14)

			011 CLASS. 4-4-0. 16x24-58-52500-80500-130-11700				
011	S.C.4	C.S.4		Rhode Isl.	1881	943	(See note).
012	S.C.3	C.S.1		Rhode Isl.	1881	941	Sold.

(Note: Engine 011, originally built as Atlantic & Pacific #88, but was diverted to the Cal. Sou. as their 2nd #4. For C.S. 1st #4, see #0159)

			013 CLASS. 4-4-0. 16x24-63-50000-82000-130-10800				
013		15	30	Taunton	1872	581	Named "Antelope." Scrapped at Topeka. 3-11-11.
			014 CLASS. 4-4-0. 16x24-63-42000-72000-130-10800				
014		18	105	Hinkley	1878		Named "Dr. R. G. Putnam"; sc. at Topeka. 4-27-14.
015		19	69	Hinkley	1878		Named "Chas. A. Whittier"; Scrapped; date unknown.
			016 CLASS. 4-4-0. 16x24-63-45600-73000-130-10800				
016	GC&SF 21	GC&SF 13		Rogers	1879	2272	Scrapped 5-03.
017	GC&SF 22	GC&SF 14		Rogers	1881	2673	Scrapped 5-03.
018	GC&SF 23	GC&SF 15		Rogers	1881	2675	Scrapped 5-03.

019 CLASS. 4-4-0. 16x24-63-45600-73000-130-10800

1900	1898	Orig.				
019	GC&SF 31	GC&SF 4	Baldwin	1879	4724	Scrapped 5-03.
020	GC&SF 32	GC&SF 5	Baldwin	1879	4718	Scrapped 8-30.
021	GC&SF 33	GC&SF 6	Baldwin	1879	4744	Scrapped 7-04.
022	GC&SF 34	GC&SF 10	Baldwin	1880	5207	Sold 7-02.
—	GC&SF 35	GC&SF 11	Baldwin	1880	5208	Scrapped 4-02.
023	GC&SF 36	GC&SF 21	Baldwin	1881	5638	Sold 7-03.
024	GC&SF 37	GC&SF 22	Baldwin	1881	5645	Scrapped 7-03.
025	GC&SF 38	GC&SF 23	Baldwin	1881	5648	Sold 1-02.
—	GC&SF 39	GC&SF 24	Baldwin	1881	5652	Scrapped 11-00.
026	GC&SF 40	GC&SF 25	Baldwin	1881	5690	Sold 4-02.
027	GC&SF 41	GC&SF 26	Baldwin	1881	5691	Sold 3-02 to Lufkin Land & Lbr. Co. #8.
028	GC&SF 42	GC&SF 27	Baldwin	1881	5743	Scrapped 12-13.
029	GC&SF 43	GC&SF 28	Baldwin	1881	5747	Sold 10-02.
030	GC&SF 44	GC&SF 29	Baldwin	1881	5852	Scrapped 5-03.

031 CLASS. 4-4-0. 16x24-73-56000-89500-130-9300

031	44	CStL&W 4	Rhode Isl.	1884	1481	Scrapped, Topeka, 3-5-15.
032	45	CStL&W 5	Rhode Isl.	1884	1482	Scrapped, Topeka, 9-17-14.

(Note: When first acquired from the CStL&W, these were numbered AT&SF 472 and 473).

033 CLASS. 4-4-0. 17x24-58-49700-79700-130-13210

033	46	MA&B 1	Pittsburgh	1880	435	Scrapped.
034	47	MA&B 2	Pittsburgh	1880	436	Sold.

035 CLASS. 4-4-0. 16x24-57-50500-80800-140-12830

035	85	25	Taunton	1872	552	Named "Geo. C. Lord." Scrapped.
036	86	26	Taunton	1872	573	Named "Wichita." Scrapped

037 CLASS. 4-4-0. 17x24-58-48000-76000-140-14160
(Nos. 037 to 045 out prior to 1907)

037	87	87	Baldwin	1879	4597	Scrapped.
—	88	88	Baldwin	1879	4604	Disposition unknown.
038	89	89	Baldwin	1879	4611	Scrapped
039	90	90	Baldwin	1879	4612	Scrapped, Albuquerque, 1906.
040	91	91	Baldwin	1879	4613	Scrapped.
041	92	62	Baldwin	1878	4351	Named "M. A. Otero." Scrapped.
042	93	63	Baldwin	1878	4352	Named "L. P. Brown." Scrapped.
043	94	84	Baldwin	1879	4578	Scrapped.
044	95	85	Baldwin	1879	4575	Scrapped.
045	96	86	Baldwin	1879	4595	Scrapped.
—	97	67	Baldwin	1878	4347	Named "Genl. C. J. Laine."
046	98	68	Baldwin	1878	4417	Named "L. G. Pratt"; Sc. Topeka, 5-14-14.
—	99*	55	Baldwin	1872		Disposition unknown (See note).
047	100*	56	Baldwin	1872		Scrapped (See note).
—	101	103§	Baldwin	1878	4333	Named "Col. H. C. Nutt."
048†	102	104§	Baldwin	1878	4344	Named "R. L. Wootten." (See note).
049‡	103	NM&SP 203; 503	Baldwin	1878	4416	Named "C. C. Jackson." (See note).

* (Engines 99 and 100 were 16x24-57-66000. Apparently acquired from a predecessor road, whose identity has not been established.)

† (Engine 048 was renamed "A. A. Robinson." Sold 12-8-14 to E. T. Temple Co. who resold it to the Hoopole, Yorktown & Tampico Ry.)

‡ (Engine 049 was sold to the NWP #7 in 1912; reblt. and renumb. 15. Sc. at Tiburon, Cal., in 1931).

§ Engines 103-104 were originally built for the Pueblo & Arkansas Valley.

050 CLASS. 4-4-0. 17x24-58-50000-80000-140-14160

1900	1898	Original	Other	Builder	Year Built	Bldrs. Number	Remarks
050	105	335	GC&SF 155	Baldwin	1882	6425	Scrapped 9-02.
051	106	336		Baldwin	1882	6426	Scrapped.
—	107	337		Baldwin	1882	6446	Disposition unknown
052	108	338	GC&SF 156	Baldwin	1882	6444	Scrapped 8-03.
—	109	339		Baldwin	1882	6451	Disposition unknown
053	110	330	GC&SF 152	Baldwin	1882	6362	Scrapped, Cleburne, 4-15-13.
054	111	331		Baldwin	1882	6383	Scrapped, Topeka, 1-27-14.
055	112	332	GC&SF 153	Baldwin	1882	6284	Scrapped, Cleburne, 12-28-14.
056	113	333	GC&SF 154	Baldwin	1882	6403	Scrapped 5-03.
—	114	334		Baldwin	1882	6407	Disposition unknown.
057	115	340	GC&SF 157	Baldwin	1882	6450	Scrapped, Cleburne, 5-29-15.
058	116	341	GC&SF 158	Baldwin	1882	6476	Scrapped 7-05.
059	117	342	GC&SF 159	Baldwin	1882	6475	Scrapped 11-02.
060	118	343	GC&SF 160	Baldwin	1882	6477	Scrapped 6-06.
061	119	329	GC&SF 151	Baldwin	1882	6361	Scrapped, Cleburne, 8-31-17.

(Note: Certain of the above group, as shown, bore temporary numbers on the GC&SF).

062 CLASS. 4-4-0. 17x24-58-46600-75400-140-14160

062	123	209		Hinkley	1881		Scrapped.
—	124	208		Hinkley	1881		Disposition unknown.
—	125	205		Hinkley	1881		Renumbered 0135.
063	126	206		Hinkley	1881		Scrapped, Topeka, 10-5-12.
—	127	207		Hinkley	1881		Disposition unknown.
064	145	59		Hinkley	1876		Named "W. J. Rotch." Scrapped.

065 CLASS. 4-4-0. 17x24-58-47000-75000-140-14160

—	146	246		Manchester	1881	957	Disposition unknown.
065	147	247	GC&SF 103	Manchester	1881	958	Scrapped, Cleburne, 1-25-16.
—	148	248		Manchester	1881	959	Disposition unknown.
—	149	249		Manchester	1881	960	Disposition unknown.
—	150	250		Manchester	1881	961	Disposition unknown.
066	151	251	GC&SF 106	Manchester	1881	962	Sold 4-02.
067	152	252		Manchester	1881	963	Scrapped, Topeka, 7-28-11.
068	153	253		Manchester	1881	964	Scrapped, Topeka, 2-16-14.
069	154	254		Manchester	1881	965	Scrapped.
070	155	255		Manchester	1881	966	Scrapped, Topeka, 2-24-14.
071	156	256		Manchester	1881	967	Scrapped, Cleburne. 1-01.
—	157	257		Manchester	1882	970	Disposition unknown.
—	158	258		Manchester	1882	971	Disposition unknown.
—	159	259		Manchester	1882	972	Disposition unknown.
072	160	260		Manchester	1882	973	Scrapped. Topeka, 9-26-13.
073	161	261	GC&SF 108	Manchester	1882	974	Scrapped, Cleburne, 9-02.
074	162	262	GC&SF 109	Manchester	1882	975	Scrapped, Cleburne, 12-1-13.
075	163	263	GC&SF 110	Manchester	1882	976	Scrapped, Cleburne, 9-02.
—	164	264		Manchester	1882	977	Disposition unknown.
076	165	265		Manchester	1882	978	Scrapped, Topeka, 9-26-13.
077	166	266	GC&SF 111	Manchester	1882	979	Scrapped, Cleburne, 6-28-14.
078	167	267	GC&SF 112	Manchester	1882	980	Scrapped, Cleburne, 10-02.
079	168	268		Manchester	1882	981	Scrapped.
080	169	245	GC&SF 102	Manchester	1881	956	Scrapped, Cleburne, 8-03.
—	170	401		Manchester	1881	882	Disposition unknown.
081	171	321		Manchester	1881	877	Scrapped, Argentine, 7-2-14.
082	172	322	GC&SF 114	Manchester	1881	878	Scrapped, Cleburne, 6-07.
083	173	323	GC&SF 115	Manchester	1881	879	Sold, Leavenworth & Topeka Ry., 5-12-20.
—	174	324		Manchester	1881	880	Disposition unknown.
—	175	325		Manchester	1881	881	Disposition unknown.
084	176	402		Manchester	1881	883	Scrapped prior to 1907.

085 CLASS. 4-4-0. 17x24-58-52300-84200-140-14160

1900	1898	Original	Other	Builder	Year Built	Bldrs. Number	Remarks
085	188	142	S.C. 10	Rhode Isl.	1880	872	Sold.
086	189	144	S.C. 11	Rhode Isl.	1880	874	Scrapped.
087	190	140		Rhode Isl.	1880	870	Scrapped.

088 CLASS. 4-4-0. 17x24-58-48000-77000-145-14700

088	GC&SF 81	GC&SF 33	Pittsburgh	1882	598	Scrapped, Cleburne, 9-11.
089	GC&SF 82	GC&SF 34	Pittsburgh	1882	599	Sold 9-02.
090	GC&SF 83	GC&SF 35	Pittsburgh	1882	600	Sold 1-05.
091	GC&SF 84	GC&SF 36	Pittsburgh	1882	601	Sold 9-02.

092 CLASS. 4-4-0. 17x24-58-51100-81000-140-14160

092	121	503	GC&SF 62	Hinkley	1886		Scrapped, Cleburne, 6-17-16.

093 CLASS. 4-4-0. 17x24-61-47250-84200-140-13530

(Note: Locomotives of this class came to the Santa Fe from the Southern Kansas, a predecessor road. They were originally built for the Kansas City, Lawrence & Southern and the Leavenworth, Lawrence & Galveston, predecessors of the Sou. Kans.)

1900	1898	1st SF No.	S.K. No.	Orig No.				
093	178	376	22	KCL&S 22	Manchester	1879	785	Scrapped prior to 1907.
094	179	367	13	LL&G 13	Manchester	1870	256	To GC&SF 117. Sold 8-06.
095*	180	366	12	LL&G 12	Manchester	1870	255	To GC&SF 116. Sc., Cleb., 6-00.
096	181	363	9	LL&G 9	Manchester	1880	?	Sold, 4-3-12, American Lbr. Co.

*Engine 095 was destroyed by fire, 6-30-1900, and scrapped.

097 CLASS. 4-4-0. 17x24-61-52300-84200-140-13530

097	191	145	Rhode Isl.	1880	875	Sold, Barry Equip. Co., 4-8-16
098	192	141	Rhode Isl.	1880	871	Scrapped, Topeka, 4-22-19
099	193	143	Rhode Isl.	1880	873	Sold, Barry Equip. Co., 4-8-16
100	194	149	Rhode Isl.	1880	879	Scrapped prior to 1914
101	195	147	Rhode Isl.	1880	877	Scrapped prior to 1914
102	196	146	Rhode Isl.	1880	876	Sold, Barry Equip. Co., 4-8-16
103	197	148	Rhode Isl.	1880	878	Scrapped prior to 1907

0104 CLASS. 4-4-0. 17x24-61-47100-75200-140-13530

(Note: Locomotives of this class came from the Chicago, St. Louis & Western, but were built for the Chicago, Pekin & Southwestern, a predecessor of the former road.)

0104	208 CP&SW 14 "R. G. Rolston"	Dickson	1878	222	Scrapped prior to 1907
—	209 CP&SW 15 "Wm. Walter Phelps"	Dickson	1878	223	Disposition unknown
0105	210 CP&SW 16	Dickson	1881	207	Scrapped prior to 1907

0106 CLASS. 4-4-0. 17x24-61-45800- -150-14500 (for #0106)

0106	SFP 32	A&P 32	Manchester	1882	1034	Named "Genl. Hancock." Scrapped
0107	S.C. 5	C.S. 11	Rhode Isl.	1882	1219	Scrapped prior to 1907
0108	S.C. 6	C.S. 12	Rhode Isl.	1882	1220	Scrapped prior to 1907
0109	S.C. 7	C.S. 13	Rhode Isl.	1882	1221	Scrapped prior to 1907

(Note: Engines 0107, 0108 and 0109 weighed 54800# on drivers; total engine 82800#)

0110 CLASS. 4-4-0. 17x24-63-62000-98400-150-15000

0110	51	151	A.T.&S.F. Ry.	1893	Scrapped, Topeka, 2-2-15

0111 CLASS. 4-4-0. 17x24-63-66700-103300-180-16850

1900	1898 Original	Other	Builder	Year Built	Bldrs. Number	Remarks
0111	54	107	A.T.&S.F. Ry.	1892		Scrapped, Topeka, 2-21-23
0112	55	28	A.T.&S.F. Ry.	1891		Scrapped, Topeka, 2-22-15
0113	56	6	A.T.&S.F. Ry.	1892		Scrapped, Topeka, 8-17-15
0114	57	27	A.T.&S.F. Ry.	1892		Scrapped, Topeka, 5-12-22
0115	58	8	A.T.&S.F. Ry.	1892		Scrapped, Topeka, 5-12-22
0116	59	109	A.T.&S.F. Ry.	1893		Scrapped, Topeka, 6-15-16

0117 CLASS. 4-4-0. 17x24-63-69200-105700-180-16850

0117	60	890	Baldwin	1894	13928	Sold to J. D. Gardner, 4-5-15 (See note)
0118	61	881	Baldwin	1894	13914	Scrapped, La Junta, 7-22-24
0119	62	882	Baldwin	1894	13915	Scrapped, La Junta, 3-19-21
0120	63	883	Baldwin	1894	13921	Scrapped, Topeka, 6-17-18
0121	64	884	Baldwin	1894	13922	Scrapped, Topeka, 12-31-21
0122	65	885	Baldwin	1894	13923	Scrapped, Topeka, 8-31-27
0123	66	886	Baldwin	1894	13924	Scrapped, Corwith, 4-30-16
0124	67	887	Baldwin	1894	13925	Sold to Leavenworth & Topeka Ry., 5-12-20
0125	68	888	Baldwin	1894	13926	Scrapped, Topeka, 5-8-22
0126	69	889	Baldwin	1894	13927	Scrapped, Topeka, 8-6-15

(Note: Engine 0117 was resold to the Peoria & Pekin Union #17; retired 5-1-28)

0127 CLASS. 4-4-0. 17x24-63-51700-82300-140-13100

(Note: Locomotives of this class were obtained from the Wichita & Western, with the exception of #0132 which came from the St. Joseph & St. Louis.)

1900	1898	1st SFe No.	Orig. Number				
0127	70	493	W&W 1	Baldwin	1886	7787	Sold prior to 1905
——	71	494	W&W 2	Baldwin	1886	7784	Sold prior to 1901
0128	72	495	W&W 3	Baldwin	1886	8242	Sold, Jacksonville & S.W. #26. (See note 2 below)
——	73	496	W&W 4	Baldwin	1886	8243	Sold, Jacksonville & S. W. #24
0129	74	497	W&W 5	Baldwin	1887	8347	Sold prior to 1905
0130	75	498	W&W 6	Baldwin	1887	8344	Sold, Jacksonville & S. W. #25
——	76	499	W&W 7	Baldwin	1887	8355	Sold, Jacksonville & S. W. #23
0131	77	500	W&W 8	Baldwin	1887	8359	Scrapped, Topeka, 6-25-14
0132	104	486	StJ&StL 1	Baldwin	1886	8017	Scrapped, Topeka, 10-19-14 (See note 1 below)

1. (Note: Engine 0132 is said to have been originally built as the No. 1 of the Savannah, Dublin & Western Short Line)

2. Note: According to the records of the Atlantic Coast Line Railroad, Jacksonville & Southwestern nos. 26, 24, 25 and 23 became A.C.L. nos. 542, 541, 544 and 543, respectively.

0133 CLASS. 4-4-0. 17x24-63-53500-82300-140-13100

1900	1898	Orig.			
0133	120	501	Hinkley	1886	Scrapped prior to 1907
——	121	503	Hinkley	1886	No record of disposition
0134	122	502	Hinkley	1886	Scrapped, Topeka, 2-3-14
——	123	209	Hinkley	1881	(See 062)
——	124	208	Hinkley	1881	No record of disposition
0135	125	205	Hinkley	1881	Scrapped
——	126	206	Hinkley	1881	(See 063)
——	127	207	Hinkley	1881	No record of disposition
0136	128	198	Hinkley	1881	Scrapped
0137	129	197	Hinkley	1881	Scrapped, Topeka, 1-9-14
——	130	196	Hinkley	1881	No record of disposition

1900	1898	Original	Other	Builder	Year Built	Bldrs. Number	Remarks
—		131	199	Hinkley	1881		No record of disposition
0138		132	195	Hinkley	1881		Scrapped
0139		133	194	Hinkley	1881		Scrapped, Topeka, 1-16-14
—		134	93	Hinkley	1879		Named "Geo. L. Goodwin." No record of disposition
0140		135	95	Hinkley	1879		Named "Abbott Lawrence." Scrapped
—		136	96	Hinkley	1879		Named "S. S. Sleeper." No record of disposition
0141		137	97	Hinkley	1879		Named "J. L. Gardner." Scrapped
—		138	98	Hinkley	1879		Named "L. C. Wade." No record of disposition
0142		139	99	Hinkley	1879		Named "Geo. T. Anthony." Scrapped
0143		140	94	Hinkley	1879		Named "Augustus Lowell." Scrapped
0144		141	92	Hinkley	1879		Named "Sterue Morse." Scrapped
0145		142	77	Hinkley	1879		Named "Joseph W. Gray." Scrapped
0146		143	76	Hinkley	1879		Named "Samuel Watts." Scrapped
0147		144	74	Hinkley	1879		Named "A. B. Lowrie." Scrapped, Topeka, 8-31-14
—		—	73	Hinkley	1879		Named "H. C. Hardin." Disposition unknown
—		—	75	Hinkley	1879		Named "Thos. Dana." Disposition unknown
		0148 CLASS.	**4-4-0.**	**17x24-63-53000-84000-140-13100**			
0148		182	316	Manchester	1881	872	To GC&SF 113. Scrapped, Cleb., 12-1-13.
—		183	317	Manchester	1881	873	Disposition unknown
0149		184	318	Manchester	1881	874	Scrapped
0150		185	319	Manchester	1881	875	Scrapped
0151		186	320	Manchester	1881	876	Scrapped, Topeka, 8-8-14
		0152 CLASS.	**4-4-0.**	**17x24-63-55500-87700-140-13100**			
(The one locomotive in this class came from the St. Joseph & St. Louis and when first acquired it was numbered AT&SF 487)							
0152		187	StJ&StL 2	Pittsburgh	1887	827	Scrapped prior to 1907
		0153 CLASS.	**4-4-0.**	**18x24-63-54900-85500-160-16800**			
0153		198	111	Rhode Isl.	1879	806	Named "Genl. Burnside." Sold, prior 1907
0154		199	112	Rhode Isl.	1879	807	Named "Henry C. Cobb." Sc., Top., 10-4-13
0155		200	113	Rhode Isl.	1879	808	Named "N. K. Fairbanks." Sc., L. J., 12-2-13
0156		201	114	Rhode Isl.	1879	809	Named "Levi L. Leiter." Sc., Top., 3-7-14
		0157 CLASS.	**4-4-0.**	**18x24-63-43300-**		**140-14700**	
(The one locomotive in this class was acquired from the Chicago, St. Louis & Western #11, but was built for a predecessor of this road; viz., the Chicago, Pekin & Southwestern where it carried road number 11)							
0157		205	CP&SW 11	Dickson	1878	219	Scrapped prior 1907. (When first acquired, it was numbered AT&SF 475)

0158 CLASS. 4-4-0. 17x24-63-48000-77000-145-13600

1900	1898 Original	Other	Builder	Year Built	Bldrs. Number	Remarks
0158	GC&SF 61	GC&SF 38	Hinkley	1881		Scrapped, Cleburne, 12-22-15

0159 CLASS. 4-4-0. 17x24-63-46000-75000-145-13600

(The two locomotives in this class were built originally for the California Southern and transferred in 1883 to the Mexican Central,, from which road they were acquired by the Gulf, Colorado & Santa Fe. #0159 became GC&SF #32 and #0160 became GC&SF #31)

0159	GC&SF 101	C.S. 4	Manchester	1882	1007	Scrapped, Cleburne, 1-18-15
0160	GC&SF 100	C.S. 7	Manchester	1882	1008	Scrapped, Cleburne, 12-30-13

0161 CLASS. 4-4-0. 17x24-63-48000-77000-145-13600

0161	GC&SF 161	GC&SF 37	Baldwin	1883	6841	Scrapped, Cleburne, 6-1-15
0162	GC&SF 163	GC&SF 47	Baldwin	1883	6885	Scrapped, Cleburne, 6-03

0163 CLASS. 4-4-0. 18x24-63-53600-85600-150-15740

(The one locomotive in this class was originally built as Los Angeles & San Gabriel Valley #3. It then became California Southern #20 and when that road was reorganized as the Southern California, the engine was renumbered 9)

0163	S.C. 9	LA&SGV 3	Pittsburgh	1886	815	Scrapped prior to 1915

0164 CLASS. 4-4-0. 18x24-63-61600-95600-150-15740

(The one locomotive in this class was originally built as San Diego, Cuyamaca & Eastern #1. It went to the California Southern in 1892 as their 2nd #19 and was renumbered Southern California #8). Prior to 1892 it was LA&SGV #2.

0164	S.C. 8	SDC&E 1	Brooks	1889	1544	Sold prior to 1907

0165 CLASS. 4-4-0. 17x24-63-48000-77000-145-12400

0165	GC&SF 166	GC&SF 45	Baldwin	1883	6840	Scrapped, Cleburne, 10-15-13

0166 CLASS. 4-4-0. 17x24-73-66700-103300-180-14540

0166	53	36	A.T. & S.F. Ry.	1892		Scrapped, Topeka, 12-30-21
0167	50	108	A.T. & S.F. Ry.	1893		Scrapped, Topeka, 12-16-21

0168 CLASS. 4-4-0. 17x24-67-56000-84000-160-14100

(Locomotives of this class were built for the San Francisco & San Joaquin Valley and were acquired when that road became part of the Santa Fe System)

0168	SF&SJV 52		Baldwin	1896	14914	Scrapped, Richmond, 11-5-13
0169	SF&SJV 53		Baldwin	1896	14915	Sold to B.N-W. Ry., 6-19-18
0170	SF&SJV 51		Baldwin	1896	14913	Scrapped, Richmond, 11-4-13

0171 CLASS. 4-4-0. 17x28-63-54600-85200-140-15300

(This locomotive was the famous "C. K. Holliday," No. 1, named after the first President of the Santa Fe, and was the first locomotive to be constructed in the Topeka Shop.)

0171	81	1	A.T. & S.F. Ry.	1881		Probably scrapped prior to 1907. No other data

0172 CLASS. 4-4-0. 17x28-69-52000-85000-140-13950

0172	80	100	A.T. & S.F. Ry.	1886		Scrapped, Topeka, 1-18-23
0173	79	361	A.T. & S.F. Ry.	1886		Sold
0174	82	2	A.T. & S.F. Ry.	1881		Sold. Named "Wm. B. Strong."
0175	83	3	A.T. & S.F. Ry.	1882		Sold. Named "T. C. Wheeler."
0176	84	4	A.T. & S.F. Ry.	1885		Scrapped, Topeka, 2-2-15
0177	78	344	A.T. & S.F. Ry.	1886		Scrapped, Topeka, 2-10-15

0178 CLASS. 2-6-0. 17x24-55-63200-79000-145-15500

1900	1898 Original	Other	Builder	Year Built	Bldrs. Number	Remarks
0178	GC&SF 313	GC&SF 64	Baldwin	1886	8091	Scrapped 6-07
0179	GC&SF 314	GC&SF 65	Baldwin	1886	8092	Sold 12-03 to Eel River & Eureka #5; later Northwestern Pacific #352
0180	GC&SF 315	GC&SF 66	Baldwin	1886	8098	Sold 9-02
0181	GC&SF 301	GC&SF 52	Baldwin	1885	7671	Sold 9-02
0182	GC&SF 304	GC&SF 55	Baldwin	1885	7673	Scrapped 5-05
0183	GC&SF 305	GC&SF 56	Baldwin	1885	7675	Scrapped 10-02
0184	GC&SF 307	GC&SF 58	Baldwin	1886	8063	Scrapped 7-03
0185	GC&SF 309	GC&SF 60	Baldwin	1886	8062	Scrapped 9-02
0186	GC&SF 310	GC&SF 61	Baldwin	1886	8064	Scrapped 12-02
0187	GC&SF 311	GC&SF 62	Baldwin	1886	8085	Sold 7-03
0188	GC&SF 312	GC&SF 63	Baldwin	1886	8089	Scrapped 7-03
—	GC&SF 302	GC&SF 53	Baldwin	1885	7672	Sold, 8-02, to KCM&O Ry.
—	GC&SF 303	GC&SF 54	Baldwin	1885	7674	Scrapped 11-02
—	GC&SF 306	GC&SF 57	Baldwin	1886	8060	Scrapped 10-00
—	GC&SF 308	GC&SF 59	Baldwin	1886	8061	Scrapped 9-00

0189 CLASS. 2-6-0. 17x24-58-77000-90000-140-14160

(All out prior to 1907)

—	426	192	Hinkley	1881		Disposition unknown
0189	427	193	Hinkley	1881		Sold
0190	428	189	Hinkley	1881		Sold
0191	429	190	Hinkley	1881		Scrapped
0192	430	191	Hinkley	1881		Scrapped

0193 CLASS. 2-6-0. 17x26-51-77200-89800-140-17500

0193	431	366	Taunton	1880	738	Scrapped prior 1907. (This engine bore an intermediate number 127)

0194 CLASS. 2-6-0. 18x24-57-74000-90000-145-16800

0194	GC&SF 352	GC&SF 69	Baldwin	1886	8191	Scrapped, Cleburne, 12-31 20
0195	GC&SF 353	GC&SF 70	Baldwin	1886	8194	Scrapped, Cleburne, 10-02
0196	GC&SF 354	GC&SF 71	Baldwin	1886	8195	Sold to T&NW Ry., 8-7-10
0197	GC&SF 355	GC&SF 72	Baldwin	1887	8445	Scrapped, Cleburne, 5-29-16
0198	GC&SF 356	GC&SF 73	Baldwin	1887	8441	Sold 9-02
0199	GC&SF 357	GC&SF 74	Baldwin	1887	8493	Scrapped, Cleburne, 10-02
0200	GC&SF 358	GC&SF 75	Baldwin	1887	8495	Sold 10-06
0201	GC&SF 359	GC&SF 76	Baldwin	1887	8498	Scrapped, Cleburne, 5-10-16
0202	GC&SF 360	GC&SF 77	Baldwin	1887	8500	Sold 6-20-16 to Sabine River & Logging Company, Oakdale, La.
0203	GC&SF 361	GC&SF 19	Baldwin	1887	9567	Sold 4-3-19 to Texas Gulf Sulfur Co.
0204	GC&SF 362	GC&SF 80	Baldwin	1887	9566	Scrapped, Cleburne, 6-13-16
0205	GC&SF 363	GC&SF 81	Baldwin	1887	9568	Sold 3-1-18 to Santa Fe Tie & Lumber Preserving Co.
0206	GC&SF 364	GC&SF 82	Baldwin	1887	9570	Scrapped, Cleburne, 4-20-16
0207	GC&SF 365	GC&SF 83	Baldwin	1887	9577	Sold 8-2-16 to Beaumont Shingle & Lbr. Co.
0208	GC&SF 351	GC&SF 68	Baldwin	1886	8190	Scrapped, Cleburne, 11-27-14

0209 CLASS. 0-6-0. 17x24-48-81800-150-18400

1900	1898	Original	Other	Builder	Year Built	Bldrs. Number	Remarks

(These locomotives were originally built for the Atlantic & Pacific by the New York Locomotive Works, Rome, N. Y. When the A. & P. became the Santa Fe Pacific, they retained their original numbers. They were later renumbered 2156-2159)

0209		S.F.P. 96	A&P 96	N.Y.L.W.	1889	426	Sold 9-21-13 to Palmer, McBride & Quayle
0210		S.F.P. 97	A&P 97	N.Y.L.W.	1889	427	Scrapped, Calwa, 12-10-24
0211		S.F.P. 98	A&P 98	N.Y.L.W.	1889	428	Scrapped, San Bdno., 3-22-29
0212		S.F.P. 95	A&P 95	N.Y.L.W.	1889	425	Scrapped, Topeka, 4-22-22

0213 CLASS. 2-6-0. 17x24-51-74400-90400-150-17340

(This locomotive, built originally for the Los Angeles & San Gabriel Valley, ran as #21 on the California Southern before it became the property of the Santa Fe. It was rebuilt to 0-6-0 type subsequent to 1902 and renumbered 2418)

0213		S.C. 50	LA&SGV 4	Pittsburgh	1886	861	Re. 2418. Sc. prior to 1907

0214 CLASS. 4-6-0. 17x24-57-63000-87000-140-14480

0214		443	153	Pittsburgh	1880	413	Sold prior to 1907
0215		442	152	Pittsburgh	1880	412	Scrapped prior to 1907

0216 CLASS. 4-6-0. 17x24-58-95500-121950-180-18200

0216		445	875	Baldwin	1894	13947	To GC&SF 410. Scrapped, Cleburne, 10-02
0217		446	866	Baldwin	1894	13929	To GC&SF 401. Sold 3-20-17 to Border Equipment Co.
0218		447	867	Baldwin	1894	13931	To GC&SF 402. Scrapped, Cleburne, 1-5-22
0219		448	868	Baldwin	1894	13933	To GC&SF 403. Scrapped, Cleburne, 6-29-16
0220		449	869	Baldwin	1894	13934	To GC&SF 404. Scrapped, Cleburne, 11-8-15
0221		450	870	Baldwin	1894	13935	To GC&SF 405. Scrapped, Topeka, 7-12-15
0222		451	871	Baldwin	1894	13936	To GC&SF 406. Scrapped, Cleburne, 11-30-21
0223		452	872	Baldwin	1894	13937	To GC&SF 407. Sold 5-23-17 Border Equip. Co.
0224		453	873	Baldwin	1894	13938	To GC&SF 408. Scrapped, Cleburne, 6-2-16
0225		444	874	Baldwin	1894	13939	To GC&SF 409. Sold 12-27-16 to Artesian Belt R.R.

0226 CLASS. 4-6-0. 18x26-58-63000-84000-140-15560
(All disposed of prior 1907)

(Of the following group, engines 354-357 bore intermediate numbers 115-118 before receiving their 1898 numbers. All bore names as originally built. The "L. Severy" is noted as the first locomotive to enter the city of Los Angeles)

0226	434	78		Taunton	1879	696	Named "Chas. C. Burr." Scrapped
——	435	354	(115)	Taunton	1879	718	Named "L. Severy." Disposition unknown
0227	436	355	(116)	Taunton	1879	719	Named "Ross Burns." Scrapped
——	437	356	(117)	Taunton	1879	720	Named "Marion." Disposition unknown
0228	438	357	(118)	Taunton	1879	721	Named "Winfield." Scrapped

1900	1898	Original	Other	Builder	Year Built	Bldrs. Number	Remarks
0229		439	79	Taunton	1879	697	Named "Wm. Endicott, Jr." Sold
0230		440	80	Taunton	1879	698	Named "Geo. O. Shattuck." Scrapped
—		441	81	Taunton	1879	699	Named "Arthur Sewell." Disposition unknown
0231		432	82	Taunton	1879	704	Named "Edward W. Kinsley." Sold
—		433	83	Taunton	1879	705	Named "Geo. H. Hill." Disposition unknown

(Note. A second #0226 was acquired when the Santa Fe took over the Crosbyton South Plains R. R. in 1915)

2nd 0226		C.S.P. 3		Baldwin	1913	39352	Scrapped at Albuquerque, 9-18-29

This locomotive was 4-6-0 type. Dimensions: 18x26-57-98900 127200-180-22600.

0232 CLASS. 4-4-0. 17x24-58-55000- -140-14160

(Note: The locomotives of the 0232, 0234, 0236, 0238 and 0242 classes were built for the Pecos Valley & Northeastern or its predecessor, the Pecos Valley Construction Company)

0232	PV&NE 1	Cooke	1890	2046	Scrapped, Topeka, 11-4-14. (Blt. as PV Const. Co. #1)
0233	PV&NE 2	Cooke	1890	2047	Scrapped, Topeka, 11-10-14. (Blt. as PV Const. Co. #2)

0234 CLASS. 4-4-0. 17x24-63-56000- -140-13100

0234	PV&NE 3	Baldwin	1892	12415	Scrapped, Topeka, 10-15-14
0235	PV&NE 4	Baldwin	1892	12978	Scrapped, Topeka, 10-30-14

0236 CLASS. 4-4-0. 17x24-64-62000- -150-13970

0236	PV&NE 5	Schenectady	1893	4165	Scrapped, Topeka, 10-1-10
0237	PV&NE 6	Schenectady	1893	4166	Scrapped, Topeka, 10-22-14

0238 CLASS. 4-4-0. 17x24-63-63700-97500-160-15000

0238	PV&NE 15	Brooks	1899	3099	Scrapped, Topeka, 11-7-14
0239	PV&NE 16	Brooks	1899	3100	Sold Leavenworth & Topeka #1. Sc., Topeka, 9-19-13
0240	PV&NE 18	Brooks	1899	3296	Scrapped, Amarillo, 3-15-14
0241	PV&NE 19	Brooks	1899	3297	Scrapped, Topeka, 10-22-14

0242 CLASS. 4-4-0. 18x24-63-72000-109000-160-16800

0242	PV&NE 7	Brooks	1898	2991	Scrapped, Topeka, 7-22 17
0243	PV&NE 8	Brooks	1898	2992	Scrapped, Amarillo, 1-17-16
0244	PV&NE 9	Brooks	1898	3014	Scrapped, Topeka, 8-5-16
0245	PV&NE 10	Brooks	1898	3015	Scrapped, La Junta, 3-9-22
0246	PV&NE 11	Brooks	1898	3053	Scrapped, La Junta, 12-24-21
0247	PV&NE 12	Brooks	1898	3054	Scrapped, Clovis, 12-22-22
0248	PV&NE 13	Brooks	1898	3070	Scrapped, Clovis, 1-24-21
0249	PV&NE 14	Brooks	1898	3071	Scrapped, Clovis, 1-24-21

0251 CLASS. 4-4-0T. 16x22-57-52500-73400-130-10920 (for 0251)
16x24-63-39400-66000-140-11600 (for 0252)

0251	Cane Belt	Baldwin	1881	Scrapped, Cleburne, 6-30-14
0252	Cane Belt	Baldwin	1881	Sold to Concho, San Saba & Llano Valley, 11-09

0253 CLASS. 4-4-0. 17x24-63-60850-88350-130-12170 (for 0253)
17x24-63-51770-82550-145-13600 (for 0255)

1900	1898	Original	Other	Builder	Year Built	Bldrs. Number	Remarks
0253				Hinkley	1881		Scrapped, Cleburne, 5-26-15
0254				No data			
0255				Baldwin	1881		Scrapped, Cleburne, 9-3-13

0256 CLASS. 2-6-0. 17x24-57-72600-86050-130-13400

0256		Cane Belt 11	Baldwin	1881		Scrapped, Cleburne, 4-15-14
0257		Cane Belt 12	Baldwin	1881		Scrapped, Cleburne, 5-3-15

0258 CLASS. 4-4-0. 17x24-63- -140-13100 (for 0258)
(0259 and 0260 had 150 lbs. steam and 14000 lbs. T.F.)

(Locomotives of this class were obtained when the Denver, Enid & Gulf was acquired in 1907. The DE&G had obtained them from dealers in used equipment and nothing is known as to their original ownership)

0258		D&EG 8	Baldwin			Scrapped, Topeka, 6-24-16
0259		DE&G 9	Baldwin			Scrapped, Topeka, 9-8-14
0260		DE&G 10	Rhode Island			Scrapped, Topeka, 6-29-14

0261 CLASS. (No known data for this class)

0261		BW&T				Scrapped 6-8-16
0262						
0263						
0264						

0265 CLASS. 4-4-0. 17x24-62-66800-103500-180-17120

(These locomotives were acquired when the Santa Fe acquired the Oklahoma Central in 1914)

0265		O.C. 301	Baldwin	1906	29355	Scrapped 12-14-17
0266		O.C. 302	Baldwin	1906	29739	Scrapped 12-14-17
0267		O.C. 303	Baldwin	1906	29759	Scrapped 5-22-22 at Topeka

1 CLASS. 4-4-0. 18x24-(58, 61, 63)-61000-95400-150-(17100, 16250, 15740)

1	294	644	S.C. 13	Manchester	1887	1349	58″	Sold 6-18-16 to Calif. State Board of Agriculture
2	295	647	S.C. 16	Manchester	1887	1352	58″	Scrapped, San Bdno., 6-8-16
3	296	645	S.C. 14	Manchester	1887	1350	58″	Scrapped, San Bdno., 12-20-13
4	297	454	GC&SF 204	Manchester	1889	1415	58″	Scrapped, Cleburne, 9-02
5	298	455	GC&SF 205	Manchester	1889	1416	58″	Scrapped, Cleburne, 5-17-24
6	299	651	S.C. 20	Manchester	1887	1356	58″	Scrapped, Richmond, 8-29-24
7	300	452	GC&SF 202	Manchester	1889	1413	61″	Scrapped, Richmond, 7-27-14
8	301	453	GC&SF 203	Manchester	1889	1414	61″	Scrapped, Cleburne, 11-02
9	302	643	S.C. 12	Manchester	1887	1348	61″	Scrapped, San Bdno., 5-10-15
10	303	652	S.C. 21	Manchester	1887	1357	61″	Scrapped, San Bdno., 12-18-13
11	304	646	S.C. 15	Manchester	1887	1351	61″	Sold 9-4-17 to Sacramento State Fair Assn.
12	305	451	GC&SF 201	Manchester	1889	1412	61″	Scrapped, San Bdno., 4-24-16
13	306	648	S.C. 17	Manchester	1887	1353	63″	Scrapped, San Bdno., 11-14-12
14	307	649	S.C. 18	Manchester	1887	1354	63″	Scrapped, San Bdno., 12-12-13
15	308	650	S.C. 19	Manchester	1887	1355		Scrapped, Los Angeles, 4-8-22

16 CLASS. 4-4-0. 18x24-63-64350- -140-14700

(Locomotives of this class were acquired from the Hutchinson & Southern)

16	333	H&S 1	Schenectady	1889	3007	Scrapped, Topeka, 6-15-22
17	334	H&S 2	Schenectady	1889	3160	Scrapped, Topeka, 1-30-23

18 CLASS. 4-4-0. 18x24-69-66000-104000-160-15300

(Locomotives of this class were acquired from the San Francisco & San Joaquin Valley)

1900	1898	Original	Other	Builder	Year Built	Bldrs. Number	Remarks
18		SF&SJV	101	Baldwin	1897	15586	Scrapped, Calwa, 7-28-26
19		SF&SJV	102	Baldwin	1897	15587	Scrapped, Richmond, 7-28-24
20		SF&SJV	103	Baldwin	1897	15588	Scrapped, Calwa, 4-13-25
21		SF&SJV	104	Baldwin	1897	16213	Scrapped, San Bdno., 12-29-25
22		SF&SJV	105	Baldwin	1897	16214	Scrapped, Calwa, 12-29-31

23 CLASS. 4-4-0. 18x24-69-67700-103000-150-14370

(Engines 23 and 24 were acquired from the Southern Kansas and were first numbered AT&SF 387 and 388)

23	221	S.K. 57 (387)	Schenectady	1887	2185	Scrapped, Richmond, 2-8-23
24	222	S.K. 58 (388)	Schenectady	1887	2186	Scrapped, Richmond, 2-13-21
25	223	523	Schenectady	1887	2330	Scrapped, Topeka, 6-4-21
26	224	524	Schenectady	1887	2371	Scrapped, Topeka, 3-8-15
27	225	525	Schenectady	1887	2372	Sold Lake Shore R.R., 8-1-23
28	226	526	Schenectady	1887	2373	Scrapped, Topeka, 6-11-15
29	227	527	Schenectady	1887	2374	Scrapped, San Bdno., 4-12-22
30	228	528	Schenectady	1887	2375	Scrapped, Topeka, 2-20-22
31	229	529	Schenectady	1887	2376	Sold Fresno Dist. Fair Assn., 9-24-19
32	230	530	Schenectady	1887	2377	Scrapped, Topeka, 1-26-23
33	231	531	Schenectady	1887	2378	Scrapped, Topeka, 2-24-22
34	232	532	Schenectady	1887	2379	Scrapped, Topeka, 5-24-17
35	233	533	Schenectady	1887	2380	Scrapped, Calwa, 6-9-27
36	234	534	Schenectady	1887	2381	Scrapped, Topeka, 3-11-13
37	235	535	Schenectady	1887	2382	Scrapped, Topeka, 1-15-15
38	236	536	Schenectady	1887	2383	Scrapped, Topeka, 12-31-21
39	237	597	Schenectady	1887	2384	Scrapped, Topeka, 10-3-23

40 CLASS. 4-4-0. 18x24-69-69700-107200-165-15800

(This locomotive was originally an experimental double-cab type with a 4-4-2 wheel arrangement. It was built under Strong patents with grid valves and tubular firebox. It was not successful and was rebuilt by the Santa Fe to conventional 4-4-0 type)

40	238	738	Schenectady	1887	2405	Scrapped, Topeka, 9-16-25

The No. 738 was received by the road in Sept. 1889. Original cost is reported to have been $9,286.03. Plans for rebuilding to conventional 4-4-0 type were begun in 1891 and were completed during 1892. As rebuilt, it had slide valves and Stephenson valve gear. Boiler was 58" diam. with radial stayed firebox. Working pressure was 150 lbs. Crossheads and guides were similar to the Pennsylvania multiple bearing crossheads and guides. Drivers were originally 62-inches diam., later changed to 66-inch and then 69-inch diam. For nearly 20 years prior to its retirement in 1925, this locomotive, as No. 40, was used in passenger service between Topeka and St. Joseph.

41 CLASS. 4-4-0. 18x24-69-63500-99500-150-14370

(Locomotives 41, 46, 48 and 54 carried temporary numbers as SF&SJV 209, 202, 210 and 206, respectively. Locomotives 43 to 48 and 79 to 88 came from the Chicago, Kansas & Western and the Southern Kansas, respectively. Their original Santa Fe numbers are shown in parentheses to the right of their original CK&W and SK numbers.

41	239	599	Schenectady	1887	2386	Scrapped, Topeka, 3-10-22
42	240	600	Schenectady	1887	2387	Scrapped, Topeka, 6-22-22
43	241	CK&W 5 (411)	Schenectady	1886	2170	Scrapped, Albuquerque, 9-10-14
44	242	CK&W 6 (412)	Schenectady	1886	2171	Scrapped, La Junta, 11-5-23
45	243	CK&W 7 (413)	Schenectady	1886	2172	Scrapped, San Bdno., 11-3-22

1900	1898	Original	Other	Builder	Year Built	Bldrs. Number	Remarks
46		244	CK&W 8 (414)	Schenectady	1886	2173	Scrapped, San Bdno., 6-26-22
47		245	CK&W 9 (415)	Schenectady	1886	2174	Scrapped, Galveston, 5-17-21
48		246	CK&W10 (416)	Schenectady	1886	2175	Scrapped, San Bdno., 1-29-16
49		249	601	Schenectady	1887	2388	Sold
50		250	602	Schenectady	1887	2389	Scrapped, Topeka, 5-12-23
51		251	511	Schenectady	1887	2318	Scrapped, Dodge City, 10-13-14
52		252	512	Schenectady	1887	2319	Scrapped, La Junta, 7-28-26
53		253	513	Schenectady	1887	2320	Scrapped, Topeka, 2-16-22
54		254	514	Schenectady	1887	2321	Scrapped, Topeka, 3-23-22
55		255	515	Schenectady	1887	2322	Scrapped, Corwith, 4-11-23
56		256	516	Schenectady	1887	2323	Scrapped, Topeka, 7-18-24
57		257	517	Schenectady	1887	2324	Scrapped, Topeka, 8-1-24
58		258	518	Schenectady	1887	2325	Scrapped, Topeka, 1-7-15
59		259	519	Schenectady	1887	2326	Scrapped, Shopton, 2-3-22
60		260	520	Schenectady	1887	2327	Scrapped, Clovis, 2-28-21
61		261	521	Schenectady	1887	2328	Scrapped, San Bdno., 5-23-22
62*		262	522	Schenectady	1887	2329	Scrapped, Topeka, 3-24-22
63		263	603	Schenectady	1887	2390	Scrapped, Topeka, 5-25-22
64		264	604	Schenectady	1887	2391	Scrapped, Topeka, 12-24-21
65		265	605	Schenectady	1887	2392	Scrapped, Topeka, 1-31-22
66		266	606	Schenectady	1887	2393	Scrapped, Topeka, 6-25-23
67		267	607	Schenectady	1887	2394	Sold, Calif. State Board of Agriculture, 8-18-16
68		268	608	Schenectady	1887	2395	Scrapped, Topeka, 3-11-13
69		269	609	Schenectady	1887	2396	Scrapped, Richmond, 1-27-13
70		270	610	Schenectady	1887	2397	Scrapped, Topeka, 11-29-21
71		271	611	Schenectady	1887	2398	Scrapped, Albuquerque, 6-17-16
72		272	612	Schenectady	1887	2399	Scrapped, Topeka, 10-8-17
73		273	613	Schenectady	1887	2400	Scrapped, Topeka, 1-12-25
74		274	614	Schenectady	1887	2401	Scrapped, Topeka, 6-20-16
75		275	615	Schenectady	1887	2402	Scrapped, Cleburne, 4-23-29
76		276	616	Schenectady	1887	2403	Scrapped, Topeka, 7-18-23
77		277	617	Schenectady	1887	2404	Scrapped, Topeka, 4-20-21
78		278	598	Schenectady	1887	2385	Scrapped, Topeka, 5-14-21
79		279	SK 59 (389)	Schenectady	1886	2187	Scrapped, Topeka, 2-6-15
80		280	SK 50 (380)	Schenectady	1886	2178	Scrapped, Topeka, 10-16-14
81		281	SK 51 (381)	Schenectady	1886	2179	Scrapped, Topeka, 1-18-21
82		282	SK 52 (382)	Schenectady	1886	2180	Scrapped, Topeka, 3-7-22
83		283	SK 53 (383)	Schenectady	1886	2181	Scrapped, Topeka, 8-26-25
84		284	SK 54 (384)	Schenectady	1886	2182	Scrapped, Topeka, 7-31-22
85		285	SK 55 (385)	Schenectady	1886	218	Scrapped, Topeka, 5-18-22
86		286	SK 56 (386)	Schenectady	1886	2184	Scrapped, Topeka, 8-21-25
87		247	CK&W11 (417)	Schenectady	1886	2176	Scrapped, Topeka, 1-25-22
88		248	CK&W12 (418)	Schenectady	1886	217	Sold 7-3-25 to W. H. Pickens, Kansas City

89 CLASS. 4-4-0. 18x24-69-66000-101300-150-14370

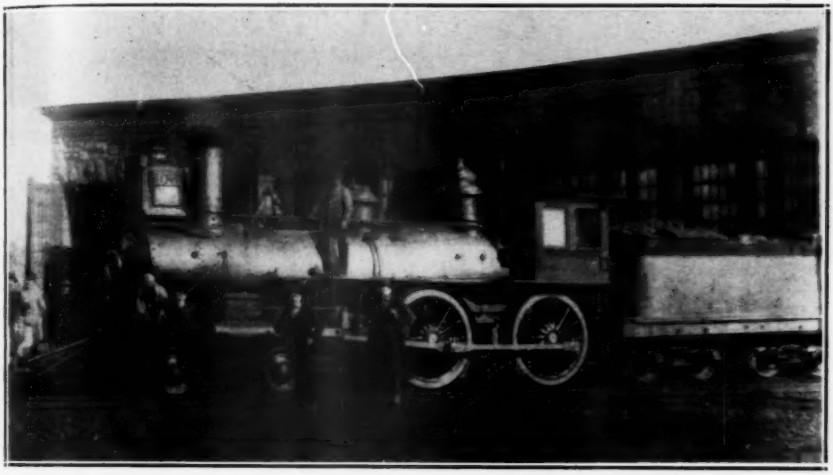
(The locomotive in this class was originally built as the Reaser Balance Valve Co. No. 2. "Cooper Bros." It was sold to the Santa Fe, Jan. 10, 1887

89		293	504	Rhode Isl.	1885	1554	Sold prior to 1907

90 CLASS. 4-4-0. 18x24-69-64350-98550-150-14370

90		309	541	Manchester	1887	1305	Scrapped, La Junta. 3-26-27
91		310	542	Manchester	1887	1306	To GC&SF 212. Scrapped, Cleburne. 5-5-26

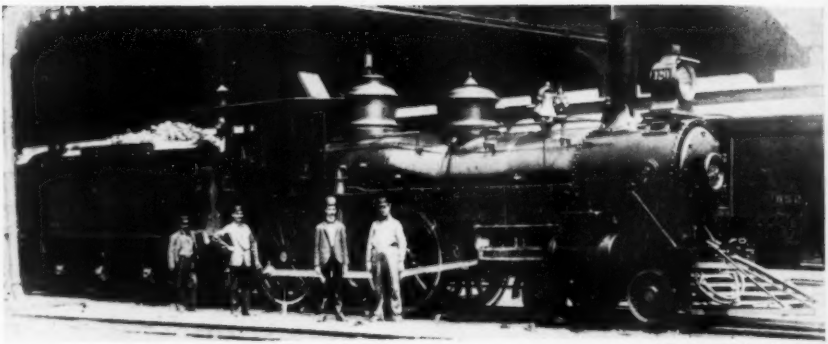
* No. 62 had 63" drivers with 15,700 lbs. T. F.



A. T. & S. Fe #95, "Abbott Lawrence"—Hinkley, 1879, taken at Purcell, I. T., 1895.

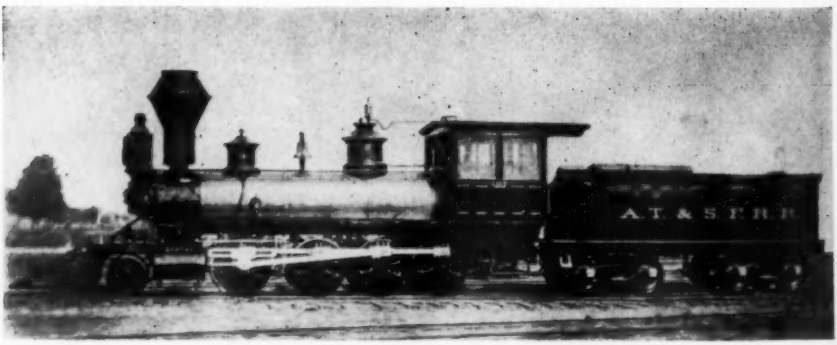
Courtesy of W. Oliver Gibson

A. T. & S. F. #95—Manchester 1887 (#1310). Formerly #546—314—G. C. & S. F. 206. Last 4-4-0 type engine in service on the Santa Fe. Scrapped at Cleburne, Tex., Sept. 6, 1940.



Courtesy of John Wood

A. T. & S. F. #120—Hinkley 1886. Formerly #501. Later #0133.
At Polk St. Station, Chicago, Ill., July 22, 1889.



A. T. & S. F. #181—Brooks 1881. Bldr. #584—17x26-45.

1900	1898	Original	Other	Builder	Year Built	Bldrs. Number	Remarks	
92		311	543	Manchester	1887	1307		Scrapped, La Junta 1-11-27
93		312	544	Manchester	1887	1308	To GC&SF 213.	Scrapped, Cleburne, 12-27-28
94		313	545	Manchester	1887	1309	To GC&SF 214.	Scrapped, Cleburne, 9-15-33
95		314	546	Manchester	1887	1310	To GC&SF 206.	Scrapped, Cleburne, 9-6-40
96		315	456	Manchester	1888	1417	To GC&SF 207.	Scrapped, Cleburne, 9-30-21
97		316	457	Manchester	1888	1418		Scrapped, Topeka, 8-14-16
98		317	458	Manchester	1888	1419	To GC&SF 208.	Scrapped, Cleburne, 9-27-33
99		318	459	Manchester	1888	1420	To GC&SF 209.	Scrapped, Cleburne, 5-8-26
100		319	460	Manchester	1888	1421		Scrapped, Topeka, 9-30-14
101		320	537	Manchester	1887	1301	To CG&SF 210.	Scrapped, Cleburne, 5-27-26
102		321	538	Manchester	1887	1302		Sold W. H. Pickens, 7-2-25
103		322	633	Manchester	1887	1338		Sold
104		323	635	Manchester	1887	1340		Scrapped, Topeka, 10-25-13
105		324	636	Manchester	1887	1341		Scrapped, Topeka, 6-28-14
106		325	637	Manchester	1887	1342		Scrapped, Topeka, 4-2-21
107		326	638	Manchester	1887	13	To GC&SF 216.	Scrapped, Cleburne, 6-18-30
108		327	639	Manchester	1887	1344		Scrapped, Cleburne, 9-16-26
109		328	640	Manchester	1887	1345		Scrapped, Topeka, 2-17-22
110		329	641	Manchester	1887	1346		Scrapped, Topeka, 3-1-11
111		330	642	Manchester	1887	1347		Scrapped, Cleburne, 6-26-26
112		331	539	Manchester	1887	1303		Scrapped, Topeka, 11-22-21
113		332	540	Manchester	1887	130	To GC&SF 211.	Scrapped, Cleburne, 12-3-25
114		333	634	Manchester	1887	1339	To GC&SF 215.	Scrapped, Cleburne, 9-22-34
		115 CLASS.		**4-4-0. 18x26-58-64800-99700-150-18500**				
115		211	731	Schenectady	1888	2508	Sold prior to 1907	
116		215	735	Schenectady	1888	2512	Scrapped, Topeka, 10-24-14	
		117 CLASS.		**4-4-0. 18x26-61-65100-101100-150-17600**				
117		212	732	Schenectady	1888	2509	Sold Santa Fe Central #4, 1903	
118		213	733	Schenectady	1888	2510	Scrapped, Clovis, 5-10-21	
119		214	734	Schenectady	1888	2511	Scrapped, Clovis, 2-28-21	
120		218	728	Schenectady	1888	2505	Sold	
121		219	729	Schenectady	1888	2506	Scrapped, Topeka, 2-20-22	
122		220	730	Schenectady	1888	2507	Sold	
123		216	736	Schenectady	1888	2513	Scrapped, Cleburne, 3-26-27	
124		217	737	Schenectady	1888	2514	Scrapped, Topeka, 12-15-13	

125 CLASS. 4-4-0. 18x26-61-69650-104250-150-17600

1900	1898 Original	Other	Builder	Year Built	Bldrs. Number	Remarks
125	SFP 88	A&P 88	N.Y.L.W.	1888	418	Scrapped, San Bdno., 12-7-23
126	SFP 89	A&P 89	N.Y.L.W.	1888	419	Sold Fresno Dist. Fair Assn., 9-24-19
127	SFP 90	A&P 90	N.Y.L.W.	1888	420	Sold Cal. Sou. R.R., 3-17-16
128	SFP 91	A&P 91	N.Y.L.W.	1888	421	Scrapped, Richmond, 9-20-22
129	SFP 92	A&P 92	N.Y.L.W.	1888	422	Scrapped, Topeka, 11-30-21
130	SFP 93	A&P 93	N.Y.L.W.	1888	423	Scrapped, Richmond, 9-27-21
131	SFP 94	A&P 94	N.Y.L.W.	1888	424	Scrapped, Richmond, 11-29-21

132 CLASS. 4-4-0. 18x26-69-67000-105000-150-15570

132	287	507	Schenectady	1887	2314	Scrapped, Topeka, 12-30-22
133	288	508	Schenectady	1887	2315	Scrapped, Topeka, 10-15-23
134	289	509	Schenectady	1887	2316	Scrapped, Topeka, 3-21-22
135*	290	510	Schenectady	1887	2317	Scrapped, Clovis, 4-25-21
136	291	505	Schenectady	1887	2312	Scrapped, Topeka, 6-19-25
137	292	506	Schenectady	1887	2313	Scrapped, Topeka, 2-16-22

138 CLASS. 2-6-0. 18x24-57-77100-90300-140-16230

(Locomotives of this class came from the St. Joseph & St. Louis and when first acquired were numbered AT&SF 490, 491, 492 and 489, respectively)

138	554	StJ&StL 5 (490)	Brooks	1886	1143	Scrapped, Topeka, 4-8-15
139	555	StJ&StL 6 (491)	Brooks	1886	1144	Scrapped, Topeka, 3-31-16
140	556	StJ&StL 7 (492)	Brooks	1886	1145	Scrapped
150	557	StJ&StL 4 (489)	Brooks	1886	1142	Scrapped, La Junta, 8-19-15

141 CLASS. 4-6-0. 18x24-57-84000-109000-175-20500

(The one locomotive in this class was originally Trinity, Cameron & Western #7 and was first acquired from that road by the GC&SF)

141	GC&SF 501	TC&W 7	Pittsburgh	1895	1544	Scrapped, Cleburne, 11-18-21

142 CLASS. 4-6-0. 18x24-58-80400-105900-150-17100

142	508	468	Rhode Isl.	1890	2412	Sold 1-31-03
143	501	461	Rhode Isl.	1890	2390	Sold 8-1-02
144	502	462	Rhode Isl.	1890	2391	Sold 6-30-02
145	503	463	Rhode Isl.	1890	2392	Sold 8-1-02
146	504	464	Rhode Isl.	1890	2393	Sold 7-1-03
147	505	465	Rhode Isl.	1890	2388	Sold 8-1-02
148	506	466	Rhode Isl.	1890	2389	Sold 6-30-02
149	507	467	Rhode Isl.	1890	2411	Sold 8-1-02

(Note: The vacancies created by sale of the original members of the 142 class were later filled by units obtained from certain predecessor roads; viz., the California Eastern, the Gulf, Beaumont & Kansas City, the Denver, Enid & Gulf and the Hutchinson & Southern. Engine 2nd #148, formerly H&S #20, was obtained in used condition from the Toledo, St. Louis & Kansas City; it had been #42 on that road. Engine 2nd #149 is presumed to have come from the same source, but it has not been traced definitely due to loss of the boiler number. Engine 2nd #146, formerly DE&G #11, had been obtained by that road in used condition from a dealer in used railway equipment and its origin is unknown. Engine 2nd #147, formerly DE&G #15, was purchased new by that road from the Baldwin Locomotive Works and came equipped with Allfree-Hubbell valves. Details of these replacements are presented below.)

* No. 135 had 180 lbs. steam.

Replacements of 142 Class:

1900	1898	Original	Other		Builder	Year Built	Bldrs. Number	Remarks
2nd	142	Cal. Eastern	1	4-6-0	Baldwin	1893	13748	19x26-57-95220-123720-160-22300 Scrapped, Calwa, 2-26-27
2nd	143	G.B.&K.C.	12	4-6-0	Cooke	1900	2515	18x24-61-88700-117300-160-17300 Scrapped, Cleburne, 12-19-25
2nd	144	G.B.&K.C.	13	4-6-0	Cooke	1900	2516	18x24-61-88700-117300-160-17300 Scrapped, Cleburne, 1-25-28
2nd	145	G.B.&K.C.	14	4-6-0	Cooke	1900	2517	18x24-61-88700-117300-160-17300. (Sold Ft. Worth Sand & Gravel Co., 9-22-24)
2nd	146	D.E.&G.	11	2-6-0	Pittsburgh	1889	?	19x24-51-81000-91400-150-21600 Scrapped, Topeka, 12-14-29
2nd	147	D.E.&G.	15	2-6-0	Baldwin	1905	27038	20x26-57-122800-141940-180-28000 Scrapped, Topeka, 9-13-27
2nd	148	H.&S.	20	4-6-0	Rhode Isl.	1889	2143	18x24-57-76423-101923-155-18000 Scrapped, La Junta, 4-1-15
2nd	149	H.&S.	21	4-6-0	Rhode Isl.	1889	?	18x24-57-76423-101923-155-18000 Scrapped, La Junta, 4-4-19

151 CLASS. 4-6-0. 18x24-63-96500-125100-180-18900

151	621	821	Brooks	1892	2053	Scrapped, Cleburne, 12-10-21
152	622	822	Brooks	1892	2054	Scrapped, Topeka, 8-6-34
153	623	823	Brooks	1892	2055	Scrapped, Cleburne, 12-21-21
154	624	824	Brooks	1892	2056	Scrapped, Cleburne, 2-24-23
155	625	825	Brooks	1892	2057	Scrapped, Cleburne, 2-27-23
156	626	826	Brooks	1892	2058	Scrapped, Topeka, 4-28-22
157	627	827	Brooks	1892	2059	Scrapped, Cleburne, 6-14-26
158	558	768	Brooks	1891	1814	Scrapped, Cleburne, 11-14-24
159	559	769	Brooks	1891	1815	Scrapped, Cleburne, 6-25-19
160	560	770	Brooks	1891	1816	Sold
161	561	771	Brooks	1891	1817	Scrapped, Topeka, 7-18-16
162	562	772	Brooks	1891	1818	Renumb. 220, 4-30-29. Scrapped, Topeka, 8-18-30
163	563	773	Brooks	1891	1819	Scrapped, Topeka, 10-29-25
164	564	774	Brooks	1891	1820	Sold 6-16-18. Repurchased 5-22. Sc., Cleb., 7-27-23
165	565	775	Brooks	1891	1821	Scrapped, Topeka, 9-19-19
166	566	776	Brooks	1891	1822	Scrapped, Cleburne, 7-30-37
167	567	777	Brooks	1891	1823	Scrapped, Topeka, 5-8-22
168	568	778	Brooks	1891	1824	Scrapped, Topeka, 3-11-21
169	569	779	Brooks	1891	1839	Scrapped, Clovis, 4-12-23
170	570	780	Brooks	1891	1840	Scrapped, Topeka, 11-22-17
171	571	781	Brooks	1891	1841	Sold 11-24-17. Repurchased 5-22. Sc., Cleb., 6-21-23
172	572	782	Brooks	1891	1842	Scrapped, Topeka, 5-12-17
173	573	783	Brooks	1891	1843	Scrapped, Cleburne, 11-30-23
174	574	784	Brooks	1891	1844	Scrapped, Topeka, 6-26-26
175	575	785	Brooks	1891	1845	Scrapped, Topeka, 9-19-19
176	576	786	Brooks	1891	1846	Scrapped, Cleburne, 8-31-26
177	577	787	Brooks	1891	1847	Sold Dallas Washed Sand & Gravel Co., 7-15-25
178	578	788	Brooks	1891	1848	Scrapped, Cleburne, 4-29-30
179	579	789	Brooks	1891	1849	Scrapped, Cleburne, 8-11-23
180	580	790	Brooks	1891	1850	Scrapped, Topeka, 5-24-22
181	581	791	Brooks	1891	1851	Scrapped, Cleburne, 12-31-25
182	582	792	Brooks	1891	1852	Scrapped, Cleburne, 1-31-22
183	583	793	Brooks	1891	1853	Scrapped, Cleburne, 6-26-33

1900	1898	Original	Other	Builder	Year Built	Bldrs. Number	Remarks
184		584	794	Brooks	1891	1854	Scrapped, Shopton, 1-31-22
185		585	795	Brooks	1891	1855	Scrapped, Cleburne, 2-20-23
186		586	796	Brooks	1891	1856	Sold
187		587	797	Brooks	1891	1857	Scrapped, Clovis, 6-24-21
188		588	798	Brooks	1891	1858	Scrapped, Cleburne, 12-31-37
189		589	799	Brooks	1891	1859	Scrapped, Topeka, 10-29-23
190		590	800	Brooks	1891	1860	Scrapped, Topeka, 3-9-27
191		591	767	Brooks	1891	1813	Scrapped, Topeka, 7-31-19
192		592	828	Brooks	1892	2060	Sold
193		593	829	Brooks	1892	2061	Sold
194		594	830	Brooks	1892	2062	Scrapped, Cleburne, 11-30-20
195		595	831	Brooks	1892	2063	Sold
196		596	832	Brooks	1892	2064	Scrapped, Albuquerque, 5-9-29
197		597	833	Brooks	1892	2065	Sold
198		598	764	Brooks	1891	1810	Scrapped, Topeka, 1-28-21
199		599	765	Brooks	1891	1811	Scrapped, Topeka, 9-28-25
200		600	766	Brooks	1891	1812	Scrapped, San Bdno., 11-8-22
201		601	801	Brooks	1891	1861	Scrapped, Cleburne, 10-22-35
202		602	802	Brooks	1891	1862	To SFP&P #17. Scrapped, San Bdno., 6-2-22
203		603	803	Brooks	1891	1869	To SFP&P #18. Scrapped, San Bdno., 6-2-22
204		604	804	Brooks	1891	1870	Scrapped, San Bdno., 8-3-26
205		605	805	Brooks	1891	1871	Scrapped, Cleburne, 12-30-36
206		606	806	Brooks	1891	1872	Scrapped, Topeka, 5-29-22
207		607	807	Brooks	1891	1873	Scrapped, Topeka, 10-16-19
208		608	808	Brooks	1891	1874	Scrapped, Topeka, 12-27-22
209		609	809	Brooks	1891	1875	Sold Crystal Sugar Co., Colo., 4-25-36
210		610	810	Brooks	1891	1876	Sold
211		611	811	Brooks	1891	1877	Scrapped, Cleburne, 10-18-33
212		612	812	Brooks	1891	1878	Scrapped, Cleburne, 6-15-36
213		613	813	Brooks	1891	1879	Scrapped, Cleburne, 6-8-22
214		614	814	Brooks	1892	2046	Scrapped, San Bdno., 6-29-22
215		615	815	Brooks	1892	2047	Scrapped, Cleburne, 8-15-32
216		616	816	Brooks	1892	2048	Scrapped, Topeka, 10-3-25
217		617	817	Brooks	1892	2049	Scrapped, Topeka, 4-6-21
218		618	818	Brooks	1892	2050	Scrapped, Topeka, 10-14-19
219		619	819	Brooks	1892	2051	Scrapped, Topeka, 4-7-22
220		620	820	Brooks	1892	2052	Scrapped, Dodge City, 6-20-23

(Note: Engine 220, of the 151 Class, was replaced by engine 162 of that Class. See #162 for details)

221 CLASS. 4-6-0. 18x24-63-86600-119100-180-18900

1900	1898	Original	Other	Builder	Year Built	Bldrs. Number	Remarks
221		546	756	Schenectady	1891	3336	Scrapped, Topeka, 6-26-25
222		552	762	Schenectady	1891	3342	Scrapped, Richmond, 3-29-23
223		553	763	Schenectady	1891	3343	Scrapped, Topeka, 11-4-25
224		549	759	Schenectady	1891	3339	Scrapped, Topeka, 10-9-23
225		550	760	Schenectady	1891	3340	Scrapped, Clovis, 4-25-21
226		551	761	Schenectady	1891	3341	Scrapped, Albuquerque, 7-13-29
227		547	757	Schenectady	1891	3337	Scrapped, Dodge City, 11-10-27
228		548	758	Schenectady	1891	3338	Scrapped, La Junta, 3-19-26
229		529	739	Schenectady	1891	3319	Scrapped, Clovis, 5-10-21
230		530	740	Schenectady	1891	3320	Scrapped, Topeka, 2-6-24
231		531	741	Schenectady	1891	3321	Scrapped, Topeka, 8-22-24

1900	1898 Original	Other	Builder	Year Built	Bldrs. Number	Remarks
232	532	742	Schenectady	1891	3322	Scrapped, Albuquerque, 12-15-20
233	533	743	Schenectady	1891	3323	Scrapped, Topeka, 11-11-25
234	534	744	Schenectady	1891	3324	Scrapped, Topeka, 11-10-24
235	535	745	Schenectady	1891	3325	Scrapped, Topeka, 12-26-25
236	536	746	Schenectady	1891	3326	Scrapped, Topeka, 3-27-22
237	537	747	Schenectady	1891	3327	Scrapped, La Junta, 8-25-26
238	538	748	Schenectady	1891	3328	Scrapped, Topeka, 12-14-22
239	539	749	Schenectady	1891	3329	Scrapped, Topeka, 11-23-34
240	540	750	Schenectady	1891	3330	Scrapped, Topeka, 4-5-32
241	541	751	Schenectady	1891	3331	Scrapped, Topeka, 3-12-24
242	542	752	Schenectady	1891	3332	Scrapped, Topeka, 4-2-25
243	543	753	Schenectady	1891	3333	Scrapped, Topeka, 12-21-21
244	544	754	Schenectady	1891	3334	Scrapped, La Junta, 7-16-26
245	545	755	Schenectady	1891	3335	Scrapped, Topeka, 6-20-22
	246 CLASS.	**4-6-0. 18x24-63-94700-124700-180-18900**				
246	637	847	Richmond	1894	2405	Scrapped, Silsbee, 5-19-33
247	628	848	Richmond	1894	2406	Scrapped, Cleburne, 2-1-21
248	629	849	Richmond	1894	2407	Scrapped, Cleburne, 9-26-34
249	630	850	Richmond	1894	2408	Scrapped, Silsbee, 1-19-32
250	631	851	Richmond	1894	2409	Scrapped, Galveston, 2-22-22
251	632	852	Richmond	1894	2410	Scrapped, Cleburne, 7-21-30
252	633	853	Richmond	1894	2411	Scrapped, Cleburne, 11-13-35
253	634	854	Richmond	1894	2412	Scrapped, Cleburne, 5-31-23
254	635	855	Richmond	1894	2413	Scrapped, Cleburne, 6-38
255	636	846	Richmond	1894	2404	Scrapped, Cleburne, 2-18-21
	256 CLASS.	**4-6-0. 18x24-63-95000-127000-180-18900**				
256	642	857	Baldwin	1894	13953	Sold 8-1-02
257	638	858	Baldwin	1894	13959	Sold 8-1-02
258	639	859	Baldwin	1894	13960	Sold 6-30-02
259	640	860	Baldwin	1894	13961	Sold 6-30-02
260	641	856	Baldwin	1894	14418	Sold 8-1-02 to Tonopah & Tidewater Ry. #1

(Note: Locomotive 260 was originally built as Wisconsin & Michigan #8, but was found too heavy for their track and returned to the builder. It was then sold to the Santa Fe as its #856.)

Replacements of the 256 Class. The vacancies created by sale of that group were filled by five new units, four of which were the first Atlantic type locomotives to appear on the Santa Fe System. The fifth unit was a ten-wheeled locomotive. All were equipped with compound cylinders, the Atlantic type having been of the Baldwin four-cylinder balanced type and the fifth unit having cross-compound cylinders (two cylinders) based on the Richmound system of compounding.)

***1. Nos. 256-259. 4-4-2. Balanced Compound.**
15&25x26-73-101000-193760-220-24000

2nd	256	Baldwin	1903	22339	Scrapped, Topeka, 10-19-26
2nd	257	Baldwin	1903	22456	Scrapped, Topeka, 11-30-25
2nd	258	Baldwin	1903	22511	Scrapped, Topeka, 12-31-26
2nd	259	Baldwin	1903	22543	Scrapped, Topeka, 4-14-27

* These were the first four-cylinder balanced compounds on the Santa Fe. They had link motion valve gear, replaced about 1916 by Baker gear.

II. No. 260. 4-6-0. Cross-compound.
20&32x26-63-109000-145000-200-22000

1900	1898	Original	Other	Builder	Year Built	Bldrs. Number	Remarks
2nd		260		Richmond	1894	2427	Scrapped, San Bdno., 11-12-24

(Note: When new, this locomotive was loaned out to various railroads by the Richmond Works as a means of advertising its system of compounding; it was reported to have made a creditable showing on the Rock Island, the Milwaukee, the Michigan Central and other roads. It achieved considerable fame and became widely known as the "Richmond Tramp." It was finally sold to the Randsburg Ry. (Calif.) where it ran as their #1, later becoming Arizona & Utah #2. It was obtained from this road by the Santa Fe on Dec. 2, 1905. In 1911 the cylinders were changed from compound to simple, giving the locomotive the following dimensions: 20x26-63-109000-145000-190-24700.

261 CLASS. 4-6-0. 18x26-58-87400-113750-150-18500

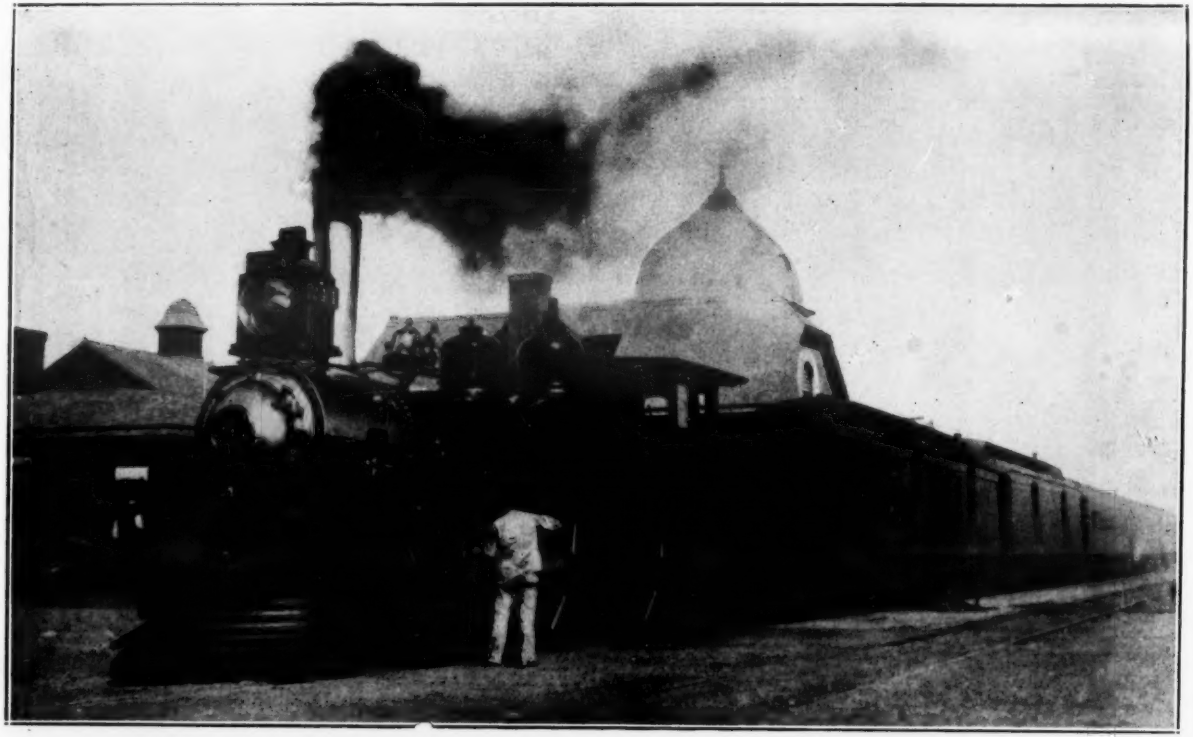
261	528	723	Schenectady	1888	2499	Sold, American Lumber Co., 3-1-16
262	510	619	Schenectady	1888	2485	Scrapped, Cleburne, 5-19-22
263	511	620	Schenectady	1888	2486	Sold
264	514	623	Schenectady	1888	2489	Scrapped, Topeka, 8-19-26
265	515	624	Schenectady	1888	2490	Scrapped, Topeka, 8-8-23
266	518	627	Schenectady	1888	2493	Sold Dallas Washed Sand & Gravel Co., 9-18-29
267	519	628	Schenectady	1888	2494	Scrapped, Topeka, 7-16-25
268	520	629	Schenectady	1888	2495	Scrapped, Topeka, 10-10-25
269	522	631	Schenectady	1888	2497	Scrapped, Topeka, 5-31-19
270	523	632	Schenectady	1888	2498	Scrapped, Cleburne, 6-16-24
271	524	724	Schenectady	1888	2501	Sold, American Lumber Co., 3-1-16
272	525	725	Schenectady	1888	2502	Sold, Leavell Coal Co., Tulsa, 3-20-25
273	526	726	Schenectady	1888	2503	Scrapped, Topeka, 8-15-22
274	527	727	Schenectady	1888	2504	Scrapped, 12-22-38
275	521	630	Schenectady	1888	2496	To GC&SF 521. Scrapped, Cleburne, 2-7-22
276	509	618	Schenectady	1888	2484	To GC&SF 509. Scrapped, Cleburne, 11-28-38
277	512	621	Schenectady	1888	2487	To GC&SF 512. Scrapped, Cleburne, 6-23-22
278	504	622	Schenectady	1888	2488	To GC&SF 513. Sold Dallas WS&G Co., 5-12-29
279	516	625	Schenectady	1888	2491	To GC&SF 516. Scrapped, Cleburne, 7-20-39
280	517	626	Schenectady	1888	2492	To GC&SF 517. Scrapped, Cleburne, 4-22-25

281 CLASS. 4-6-0. 17½x24-58-66000-92000-150-17400

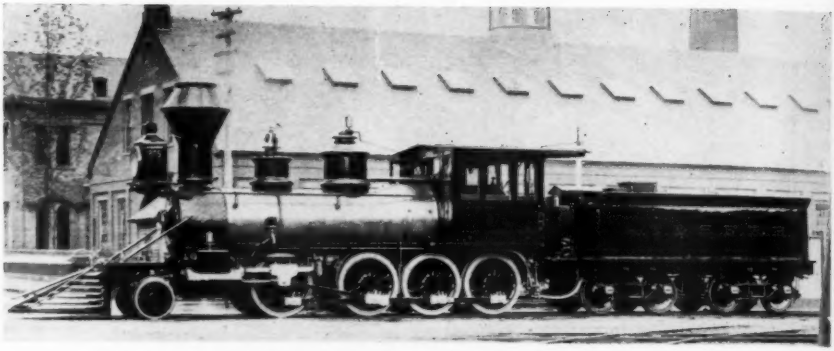
281	SFP	51	A&P	51	Baldwin	1886	7931	Scrapped, 6-30-02
282	SFP	49	A&P	49	Baldwin	1886	7927	Scrapped, 9-16-05

Replacements of the 281 Class. Acquired from the Denver, Enid & Gulf in 1907. These two locomotives were purchased in used condition by the DE&G R.R.; their original status is unknown. Engine 2nd 281 was built by the Rhode Island Locomotive Works; it was damaged in a roundhouse fire at Enid, Okla., in 1902, and was rebuilt at Fort Smith, Ark. Engine 2nd 282 is reported to have been built by the Rhode Island Works. Both locomotives were of the 4-6-0 type.

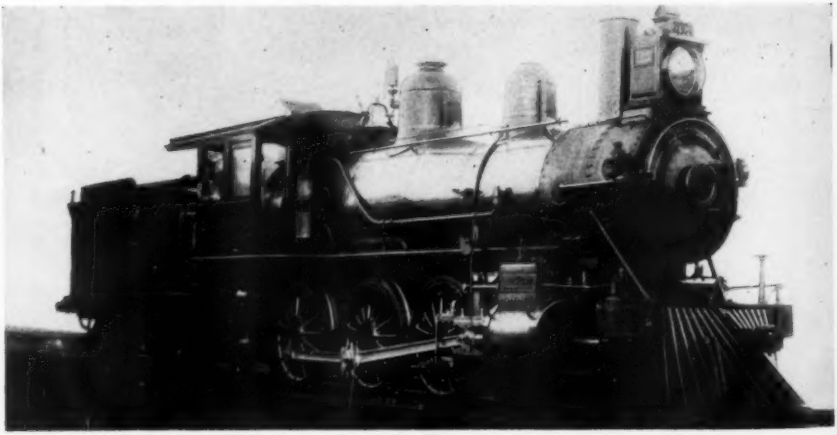
2nd	281	DE&G	12	18x24-57-88435-112400-150-17400. Scrapped, Topeka, 4-30-24
2nd	282	DE&G	14	19x24-57- -150-19400. Scrapped, Richmond, 7-7-13



A. T. & S. Fe #244, Schenectady, 1886 on Train #17 at Arkansas City, Kansas, 1899.



A. T. & S. F. #275—Taunton #852 6/82. Later #2375. Sc. 4-1915.



Richmond Loco. Works #2427, built in 1894. The famous "Richmond Tramp." Cross compound. After trials on various roads, sold to the Randsburg Ry. (Calif.) as their #1. Later Arizona & Utah #2. In 1905 became A. T. & S. F. #260. Simpled in 1911. Scrapped 1924.

283 CLASS. 4-6-0. 19x24-61-100300-120450-170-20500

(Locomotives of this class were originally built as Atlantic & Pacific Nos. 100-124. They subsequently carried the same road numbers on the Santa Fe Pacific, the direct successor of the Atlantic & Pacific)

283	662	A&P 124	Baldwin	1892	13396	Scrapped, Topeka, 12-30-31
284	643	A&P 100	Baldwin	1892	13269	Scrapped, Topeka, 6-3-25
285	644	A&P 101	Baldwin	1892	13270	Scrapped, Topeka, 8-7-25
286	664	A&P 102	Baldwin	1892	13271	Scrapped, Topeka, 9-8-25
287	645	A&P 103	Baldwin	1892	13277	Scrapped, Shopton, 12-24-20
288	646	A&P 104	Baldwin	1892	13284	Scrapped, Topeka, 8-4-23
289	647	A&P 105	Baldwin	1892	13293	Scrapped, Topeka, 8-10-25
290	648	A&P 106	Baldwin	1892	13285	Scrapped, Topeka, 1-18-21
291	665	A&P 107	Baldwin	1892	13298	Scrapped, Topeka, 12-30-15
292	649	A&P 108	Baldwin	1892	13353	Scrapped, Topeka, 5-25-21
293	650	A&P 109	Baldwin	1892	13357	Scrapped, Topeka, 7-3-23
294	651	A&P 110	Baldwin	1892	13358	Scrapped, Topeka, 7-31-23
295	663	A&P 111	Baldwin	1892	13359	Sold 8-8-25 to R. B. Barry, Streator, Ill.
296	666	A&P 112	Baldwin	1892	13364	Scrapped, Topeka, 8-17-23
297	652	A&P 113	Baldwin	1892	13367	Scrapped, Topeka, 5-21-25
298	653	A&P 114	Baldwin	1892	13368	Scrapped, Topeka, 10-24-25
299	654	A&P 115	Baldwin	1892	13369	Scrapped, Topeka, 9-15-16
300	655	A&P 116	Baldwin	1892	13384	Scrapped, Topeka, 5-28-21
301	656	A&P 117	Baldwin	1892	13388	Scrapped, Topeka, 8-11-13
302	657	A&P 118	Baldwin	1892	13389	Scrapped, Topeka, 5-12-25
303	667	A&P 119	Baldwin	1892	13390	Scrapped, Topeka, 2-9-22
304	658	A&P 120	Baldwin	1892	13392	Sold to Apache R. R., 9-17-18
305	659	A&P 121	Baldwin	1892	13393	Scrapped, Topeka, 5-3-21
306	660	A&P 122	Baldwin	1892	13394	Scrapped, Topeka, 8-17-25
307	661	A&P 123	Baldwin	1892	13418	Scrapped, Topeka, 2-25-21

308 CLASS. 4-6-0. 19x24-57-100000-130000-165-21350

(Locomotives of this class came from the San Francisco & San Joaquin Valley.)

308	SF&SJV 7		Baldwin	1896	14901	Scrapped, Calwa, 3-17-27
309	SF&SJV 1		Baldwin	1896	14332	Sold Modesto & Empire Traction Co., #309, 7-9-29
310	SF&SJV 2		Baldwin	1896	14333	Scrapped, Richmond, 3-27-24
311	SF&SJV 3		Baldwin	1896	14334	Sold Los Angeles Rock & Gravel Co., 11-10-23
312	SF&SJV 4		Baldwin	1896	14898	Sold Modesto & Empire Traction Co. #312, 6-21-28
313	SF&SJV 5		Baldwin	1896	14899	Scrapped, Richmond, 12-30-24
314	SF&SJV 6		Baldwin	1896	14900	Scrapped, Calwa, 3-12-25

315 CLASS. 4-6-0. 19x26-58-89700-120400-150-20600

315	760	353	Baldwin	1886	8247	Scrapped, Topeka, 10-6-25
316	759	349	Baldwin	1886	7874	Scrapped, Topeka, 10-13-25

317 CLASS. 4-6-0. 19x26-58-85000-115000-150-20600

(Note: See the 398 Class for other members of the original series)

317	778	558	Manchester	1887	1322	Scrapped, Topeka, 10-22-24
318	766	566	Manchester	1887	1330	Scrapped, San Bdno., 3-31-27
319	767	547	Manchester	1887	1311	Scrapped, Topeka, 7-13-26
320	768	548	Manchester	1887	1312	Scrapped, Shopton, 2-25-21
321	769	549	Manchester	1887	1313	Scrapped, Topeka, 9-26-27

1900	1898	Original	Other	Builder	Year Built	Bldrs. Number	Remarks
322		770	550	Manchester	1887	1314	Scrapped, Topeka, 8-31-22
323		771	551	Manchester	1887	1315	Scrapped, Topeka, 6-30-25
324		772	552	Manchester	1887	1316	Scrapped, Richmond, 3-8-23
—		—	553	Manchester	1887	1317	Final disposition unknown
325		773	449	Manchester	1888	1410	Scrapped, Topeka, 6-17-16
326		774	554	Manchester	1887	1318	Scrapped, Topeka, 12-31-20
327		775	555	Manchester	1887	1319	Scrapped, Topeka, 3-10-31
328		776	556	Manchester	1887	1320	Scrapped, Calwa, 12-14-26
329		777	557	Manchester	1887	1321	Scrapped, Clovis, 8-31-28
330		780	560	Manchester	1887	1324	Scrapped, Topeka, 4-21-25
331		781	561	Manchester	1887	1325	Scrapped, Topeka, 12-10-27
332		782	562	Manchester	1887	1326	Scrapped, San Bdno., 12-10-20
333		783	563	Manchester	1887	1327	Scrapped, San Bdno., 6-30-17
334		784	564	Manchester	1887	1328	Scrapped, Cleburne, 7-10-26
335		785	565	Manchester	1887	1329	Scrapped, Calwa, 2-21-23
336		779	559	Manchester	1887	1323	Scrapped, Topeka, 8-28-22
337		787	661	Manchester	1887	1366	Scrapped, Topeka, 7-2-26
338		788	662	Manchester	1887	1367	Scrapped, Calwa, 11-30-26
339		789	659	Manchester	1887	1364	Scrapped, Topeka, 8-30-22
340		790	450	Manchester	1888	1411	Scrapped, Topeka, 8-31-25
341		791	441	Manchester	1888	1402	Scrapped, Shopton, 1-24-21
342		792	442	Manchester	1888	1403	Scrapped, Topeka, 8-12-22
343		793	443	Manchester	1888	1404	Scrapped, Topeka, 4-11-22
344		794	444	Manchester	1888	1405	Scrapped, Shopton, 5-6-21
345		795	445	Manchester	1888	1406	Scrapped, Topeka, 4-17-22
346		796	446	Manchester	1888	1407	Scrapped, Topeka, 6-30-22
347		797	447	Manchester	1888	1408	Scrapped, Shopton, 4-11-21
348		798	448	Manchester	1888	1409	Sold, 8-8-25, to R. B. Barry, Streator, Ill.

(Locomotives 322, 324, 326 to 329, also bore temporary assignments as Southern California nos. 54, 55, 56 to 59, respectively)

349 CLASS. 4-6-0. 19x26-58-100400-121200-160-22000

349		808	593	Schenectady	1887	2412	Scrapped, Corwith, 3-22-22
350		809	594	Schenectady	1887	2413	Scrapped, Shopton, 12-21-25
351		805	595	Schenectady	1887	2414	Scrapped, Topeka, 12-16-21
352		806	596	Schenectady	1887	2415	Scrapped, Corwith, 1-31-15
353		807	592	Schenectady	1887	2411	Scrapped, Topeka, 4-10-25

354 CLASS. 4-6-0. 19x26-58-95450-117150-150-20600

* (Note: Locomotives 354, 355, 361, 362 and 388 were originally built as St. Louis & San Francisco nos. 304, 305, 306, 307 and 303, respectively, and were assigned as Atlantic & Pacific nos. 54, 55, 61, 62 and 53, respectively. The Santa Fe, Frisco and A&P were under joint control at the time.)

*354	SFP 54	A&P 54		Pittsburgh	1887	930	Scrapped, La Junta, 3-19129
*355	SFP 55	A&P 55		Pittsburgh	1887	931	Scrapped, Dodge City, 12-24-27
356	SFP 56	A&P 56		Pittsburgh	1887	924	Scrapped, Topeka, 8-12-25
357	SFP 57	A&P 57		Pittsburgh	1887	925	Scrapped, Topeka, 8-11-15
358	SFP 58	A&P 58		Pittsburgh	1887	926	Scrapped, Topeka, 3-7-24
**359	SFP 59	A&P 59		Pittsburgh	1887	927	Scrapped, Topeka, 4-30-27
360	SFP 60	A&P 60		Pittsburgh	1887	928	Scrapped, La Junta, 7-12-27

** Engine 359 was fitted with extra air pump and reservoir in 1916 and used on construction work between Lubbock and Texico.

1900	1898 Original	Other	Builder	Year Built	Bldrs. Number	Remarks
*361	SFP 61	A&P 61	Pittsburgh	1887	932	Scrapped, Albuquerque, 4-8-31
*362	SFP 62	A&P 62	Pittsburgh	1887	933	Scrapped, Albuquerque, 6-26-24
363	SFP 63	A&P 63	Pittsburgh	1887	980	Scrapped, Topeka, 3-11-13
364	SFP 64	A&P 64	Pittsburgh	1887	981	Scrapped, La Junta, 3-5-26
365	SFP 65	A&P 65	Pittsburgh	1887	982	Sold, 2-18-30, White Pine Lumber Co.
366	SFP 66	A&P 66	Pittsburgh	1887	983	Scrapped, Albuquerque, 6-13-24
367	SFP 67	A&P 67	Pittsburgh	1887	984	Scrapped, Albuquerque, 7-30-24
368	SFP 68	A&P 68	Pittsburgh	1887	985	Scrapped, Albuquerque, 9-27-29
369	SFP 69	A&P 69	Pittsburgh	1887	986	Scrapped, Dodge City, 10-31-27
370	SFP 70	A&P 70	Pittsburgh	1887	987	Scrapped, San Bdno., 3-7-24
371	SFP 71	A&P 71	Pittsburgh	1887	988	Scrapped, Albuquerque, 12-29-22
372	SFP 72	A&P 72	Pittsburgh	1887	989	Scrapped, La Junta, 11-21-25
373	SFP 73	A&P 73	Pittsburgh	1887	990	Sold, 3-5-30, White Pine Lumber Co.; resold to Santa Fe Northwestern #107
374	SFP 74	A&P 74	Pittsburgh	1887	991	Scrapped, La Junta, 3-26-27
375	SFP 75	A&P 75	Pittsburgh	1887	992	Scrapped, Albuquerque, 4-20-26
376	SFP 76	A&P 76	Pittsburgh	1887	993	Scrapped, La Junta, 4-13-28
377	SFP 77	A&P 77	Pittsburgh	1887	994	Sold, 2-1-29, San Juan Coal & Coke Co.
378	SFP 78	A&P 78	Pittsburgh	1887	995	Scrapped, Clovis, 6-10-19
379	SFP 79	A&P 79	Pittsburgh	1887	996	Scrapped, La Junta, 4-29-J26
380	SFP 80	A&P 80	Pittsburgh	1887	997	Scrapped, La Junta, 3-22-29
381	SFP 81	A&P 81	Pittsburgh	1887	998	Scrapped, Dodge City, 12-23-27
382	SFP 82	A&P 82	Pittsburgh	1887	999	Scrapped, La Junta, 4-3-25
383	SFP 83	A&P 83	Pittsburgh	1887	1000	Scrapped, Albuquerque, 7-29-29
384	SFP 84	A&P 84	Pittsburgh	1887	1001	Scrapped, La Junta, 10-14-24
385	SFP 85	A&P 85	Pittsburgh	1887	1002	Scrapped, La Junta, 2-28-28
386	SFP 86	A&P 86	Pittsburgh	1887	1003	Scrapped, La Junta, 4-20-32
387	SFP 87	A&P 87	Pittsburgh	1887	1004	Scrapped, La Junta, 7-7-23
*388	SFP 53	A&P 53	Pittsburgh	1887	929	Scrapped, La Junta, 3-31-25

389 CLASS. 4-6-0. 19x26-63-103800-131500-180-22700

(Locomotives of this class were built for the Hutchinson & Southern R.R.)

389	699	H&S 7	Manchester	1898	1687	Scrapped, Topeka, 4-7-22
390	700	H&S 8	Manchester	1898	1688	Scrapped, Topeka, 6-30-22

391 CLASS. 4-6-0. 19x26-58-89700-120400-150-20600

(See 315 Class for other members of original series)

391	763	348	Baldwin	1886	7873	Scrapped, Topeka, 3-17-26
392	764	350	Baldwin	1886	7875	Scrapped, Topeka, 10-19-25
393	761	351	Baldwin	1886	7883	Scrapped, Topeka, 3-31-22
394	762	352	Baldwin	1886	8246	Scrapped, Topeka, 12-17-27

(Note: Engine 393 was replaced by a second unit acquired from the Clinton & Oklahoma Western R. R. in 1928. It was also a 4-6-0 type. When built in 1901 by the Cooke Locomotive Works, it apparently was intended for the Lehigh & New England R. R., but was sold, instead, to P. M. Johnston & Son, railroad contractors, of Acme, Texas. It was next owned by another Texas contracting firm, McCabe & Steen and later by the firm, P. M. Johnston, Sons and Allhands. The engine was used in construction of extensions of the Ft. Worth & Rio Grande Ry. to Menard, Texas. The engine was sold, in June, 1913, to the Clinton & Oklahoma Western. It was scrapped at Topeka, Kans., 11-5-34.

2nd 393	C&OW 103	Cooke	1901	2709	19x26-56-107030-130250-185-26350	

395 CLASS. 4-6-0. 18½x26-58-85600-119600-160-20600

(Locomotive 397 was used as Santa Fe, Raton & Eastern #101, and was assigned temporarily to that road in 1906.

1900	1898 Original	Other	Builder	Year Built	Bldrs. Number	Remarks
395	SC 52	CS 6	Baldwin	1887	8352	Scrapped, Richmond, 3-23-21
396	SC 53	CS 7	Baldwin	1887	8356	Scrapped, Calwa, 12-30-24
397	SC 51	CS 5	Baldwin	1887	8348	Scrapped, Los Angeles, 3-20-22

398 CLASS. 4-6-0. 19x26-61-85000-115000-150-19600

398	765	653	Manchester	1887	1358	Scrapped, Corwith, 2-11-21
399	786	660	Manchester	1887	1365	Scrapped, Corwith, 1-14-21
—	—	654	Manchester	1887	1359	No record of disposal
—	—	655	Manchester	1887	1360	No record of disposal
—	—	656	Manchester	1887	1361	No record of disposal
—	—	657	Manchester	1887	1362	No record of disposal
—	—	658	Manchester	1887	1363	No record of disposal

400 CLASS. 4-6-0. 19x26-63-99000-131000-180-22700

(Of the following units, engine 405 was originally a two-cylinder cross compound, the only one the Santa Fe ever purchased on original order. As built, its principal dimensions were as follows: Cylinders: L.P. (right) 29″; H.P. (left) 20″; Stroke: 26″; Driving wheels, diam., 69″; Weight: On drivers, 101500#; total engine, 133800#; steam pressure, 180#; tractive power, 16500#)

400	814	439	Schenectady	1890	3225	Scrapped, Topeka, 9-12-25
401	810	435	Schenectady	1890	3221	Scrapped, Topeka, 7-24-24
402	811	436	Schenectady	1890	3222	Scrapped, Topeka, 11-16-26
403	812	437	Schenectady	1890	3223	Scrapped, Topeka, 11-24-26
404	813	438	Schenectady	1890	3224	Scrapped, Topeka, 6-25-27
405*	809	440	Schenectady	1890	3226	Scrapped, Topeka, 12-21-26

406 CLASS. 4-6-0. 19x26-69-110200-138000-180-20800

406	804	434	Brooks	1890	1762	Scrapped, Topeka, 1-31-21
407	799	429	Brooks	1890	1757	Scrapped, Albuquerque, 2-2-21
408	800	430	Brooks	1890	1758	Scrapped, Topeka, 3-31-22
409	801	431	Brooks	1890	1759	Scrapped, Albuquerque, 12-28-23
410	802	432	Brooks	1890	1760	Scrapped, Albuquerque, 6-30-25
411	803	433	Brooks	1890	1761	Scrapped, Albuquerque, 12-30-24

412 CLASS. 4-6-0. 19x28-57-89500-126600-160-24100

(The following locomotives were originally built for the California Southern)

412	SC 66	CS 17	Baldwin	1887	8524	Scrapped, Albuquerque, 9-21-29
413	SC 60	CS 8	Baldwin	1887	8393	Scrapped, Richmond, 9-19-24
414	SC 61	CS 9	Baldwin	1887	8397	Scrapped, San Bdno., 5-6-22
415	SC 62	CS 10	Baldwin	1887	8517	Scrapped, Richmond, 5-18-21
416	SC 63	CS 14	Baldwin	1887	8520	Scrapped, Richmond, 10-15-24
417	SC 64	CS 15	Baldwin	1887	8522	Scrapped, Richmond, 9-17-14
418	SC 65	CS 16	Baldwin	1887	8523	Scrapped, Calwa, 1-11-28

* No. 405 had 69″ drivers and 20,700 lbs. T. F.

419 CLASS. 4-6-0. 19½x28-69-125300-156800-180-23600

1900	1898	Original		Other	Builder	Year Built	Bldrs. Number	Remarks
419	3009	SFP	209		Dickson	1899	1038	Scrapped, Cleburne, 8-15-32
420	3000	SFP	200		Dickson	1899	1029	Scrapped, Cleburne, 11-14-38
421	3001	SFP	201		Dickson	1899	1030	Scrapped, Cleburne, 1-29-37
422	3002	SFP	202		Dickson	1899	1031	Scrapped, Cleburne, 11-11-30
423	3003	SFP	203		Dickson	1899	1032	Scrapped, Cleburne, 11-30-28
424	3004	SFP	204		Dickson	1899	1033	Scrapped, Cleburne, 1-30-36
425	3005	SFP	205		Dickson	1899	1034	Scrapped, Cleburne, 5-15-28
426	3006	SFP	206		Dickson	1899	1035	Scrapped, Cleburne, 5-25-33
427	3007	SFP	207		Dickson	1899	1036	Scrapped, Cleburne, 2-25-29
428	3008	SFP	208		Dickson	1899	1037	Scrapped, Cleburne, 2-16-28

429 CLASS. 4-6-0. 19½x28-73-125300-156800-180-22300

Note: The 429 class Dicksons, as coal burners, were known on the Oklahoma Division as "Klondikes" because of their poor steaming qualities. They were fitted with a grate that sloped sharply forward causing the coal to work forward against the back flue sheet while running, thus leaving the back end of the grate more or less bare.

429	822	898	Dickson	1897	961	Scrapped, Albuquerque, 6-2-28
430	815	891	Dickson	1897	954	Scrapped, Albuquerque, 1-19-28
431	816	892	Dickson	1897	955	Scrapped, Albuquerque, 5-12-26
432	817	893	Dickson	1897	956	Scrapped, Topeka, 4-26-26
433	818	894	Dickson	1897	957	Scrapped, Topeka, 12-31-27
434	819	895	Dickson	1897	958	Scrapped, Albuquerque, 6-2-38
435	820	896	Dickson	1897	959	Scrapped, Topeka, 1-30-28
436	821	897	Dickson	1897	960	Scrapped, Topeka, 3-4-29

437 CLASS. 4-6-0. 19x28-77-130800-160300-200-22300

(These locomotives were originally four-cylinder tandem compound built at Topeka Shops by John Player, Master of Machinery. They were designed for passenger service As built, the H.P. and L.P. cylinders were cast with separate heads; in later designs, the cylinders were cast with a common head. In 1905, these locomotives were rebuilt with simple cylinders. As originally built, their dimensions were as follows: 14&24x28-77-127000-169000-200-23800.

437	698	A.T. & S.F. Ry.	1900	Scrapped, Galveston, 6-13-27
438	697	A.T. & S.F. Ry.	1899	Scrapped, Galveston, 12-31-28

439 CLASS. 4-6-0. 20x26-69-123000-158000-180-23000

439	847	Baldwin	1900	17286	Scrapped, Topeka, 7-24-34
440	833	Baldwin	1899	16731	Scrapped, Calwa, 2-25-33
441	834	Baldwin	1899	16732	Scrapped, Calwa, 3-23-33
442	835	Baldwin	1899	16733	Scrapped, Calwa, 5-8-36
443	836	Baldwin	1899	16734	Scrapped, Calwa, 5-3-34
444	837	Baldwin	1899	16735	Scrapped prior to 1905
445	838	Baldwin	1899	16965	Scrapped, Calwa, 4-27-29
446	839	Baldwin	1899	16966	Scrapped, Calwa, 6-19-34
447	840	Baldwin	1899	16967	Scrapped, Bakersfield, 5-31-34
448	841	Baldwin	1899	16968	Scrapped, Calwa, 3-12-37
449	842	Baldwin	1899	16969	Scrapped, Calwa, 5-18-34
450	843	Baldwin	1900	17282	Scrapped, Topeka, 2-10-31
451	844	Baldwin	1900	17283	Scrapped, Calwa, 8-5-36
452	845	Baldwin	1900	17284	Scrapped, Calwa, 2-2-29
453	846	Baldwin	1900	17285	Scrapped, Topeka, 7-16-31

454 CLASS. 4-6-0. 20x26-73-123000-158000-180-21700

1900	1898	Original	Other	Builder	Year Built	Bldrs. Number	Remarks
454		832		Dickson	1899	1066	Scrapped, Topeka, 2-15-33
455		823		Dickson	1899	1057	Scrapped, Topeka, 8-9-30
456		824		Dickson	1899	1058	Scrapped, Albuquerque, 5-21-28
457		825		Dickson	1899	1059	Scrapped, Topeka, 12-27-27
458		826		Dickson	1899	1060	Scrapped, Topeka, 9-17-26
459		827		Dickson	1899	1061	Scrapped, Albuquerque, 7-28-31
460		828		Dickson	1899	1062	Scrapped, Albuquerque, 9-9-31
461*		829		Dickson	1899	1063	Scrapped, Albuquerque, 6-16-32

*No. 461 had 200 lbs. steam, T.F. 24,200 lbs. Wt. 124,850-160,800 lbs.

462		830		Dickson	1899	1064	Scrapped, Albuquerque, 12-7-29
463		831		Dickson	1899	1065	Scrapped, Albuquerque, 4-5-32

464 CLASS. 4-6-0. 20x28-57-119900-149900-180-30060

(Originally built for the California Southern)

464	SC 93	CS 25		Baldwin	1894	13912	Scrapped, Bakersfield, 3-23-33
465	SC 90	CS 22		Baldwin	1894	13909	Scrapped, Calwa, 12-31-35
466	SC 91	CS 23		Baldwin	1894	13910	Scrapped, Calwa, 3-22-34
467	SC 92	CS 24		Baldwin	1894	13911	Scrapped, Bakersfield, 3-16-35

468 CLASS. 4-6-0. 20x28-(67, 73)-125930-162200-200-(28400, 26100)

This class noted for tendency to drop crown sheet due to unusual slope from front to back.

468	526	Rhode Island	1900	3238	73″		Scrapped, Topeka, 8-6-31
469	527	Rhode Island	1900	3239	67″		Scrapped, Topeka, 8-29-30
470	528	Rhode Island	1900	3240	67″		Scrapped, Calwa, 7-13-31
471	529	Rhode Island	1900	3241	73″		Scrapped, Calwa, 3-8-34
472	530	Rhode Island	1900	3242	73″		Scrapped, Calwa, 10-28-39
473	531	Rhode Island	1900	3243	73″		Scrapped, Topeka, 6-21-32
474	532	Rhode Island	1900	3244	67″		Scrapped, Topeka, 4-3-37
475	533	Rhode Island	1900	3245	67″		Scrapped, Topeka, 4-3-37
476	534	Rhode Island	1900	3246	73″		Scrapped, San Bdno., 12-12-34
477	535	Rhode Island	1900	3247	73″		Scrapped, San Bdno., 7-29-26
478	536	Rhode Island	1900	3248	67″		Scrapped, Calwa, 3-30-34
479	537	Rhode Island	1900	3249	73″		Scrapped, San Bdno., 3-27-29
480	538	Rhode Island	1900	3250	73″		Scrapped, Topeka, 3-22-32
481	539	Rhode Island	1900	3251	73″		Scrapped, San Bdno., 11-38
482	540	Rhode Island	1900	3252	73″		Scrapped, Topeka, 10-7-27
483	541	Rhode Island	1900	3253	73″		
484	542	Rhode Island	1900	3254	73″		Scrapped, Topeka, 8-24-31
485	543	Rhode Island	1900	3255	67″		Scrapped, 2-1-39 (Was SFP&P #20)
486	544	Rhode Island	1900	3256	67″		Scrapped, San Bdno., 11-25-36 (Was SFP&P #21)
487	545	Rhode Island	1900	3257	67″		Scrapped, Topeka, 5-31-32
488		Rhode Island	1900	3272	67″		Scrapped, Topeka, 4-27-32
489		Rhode Island	1900	3273	67″		Scrapped, Topeka, 12-7-32
490		Rhode Island	1900	3274	73″		Scrapped, San Bdno., 3-22-29
491		Rhode Island	1900	3275	73″		Scrapped, Calwa, 8-7-39
492		Rhode Island	1900	3276	73″		Scrapped, San Bdno., 5-18-37
493		Rhode Island	1900	3277	73″		Scrapped, 1-31-39
494		Rhode Island	1900	3278	67″		Scrapped, Topeka, 6-20-30
495		Rhode Island	1900	3279	73″		Scrapped, Topeka, 6-29-31
496		Rhode Island	1900	3280	73″		Scrapped, San Bdno., 8-31-36
497		Rhode Island	1900	3281	73″		Scrapped, San Bdno., 10-31-36

498 CLASS. 4-6-0. 23x28-69-144260-189600-190-34700

(Originally built as four-cylinder Vauclain compound; rebuilt simple in 1911. Original dimensions: 15½&26x28-69-136400-181900-200-26700)

1900	1898	Original	Other	Builder	Year Built	Bldrs. Number	Remarks
498				Baldwin	1901	19563	Scrapped, Calwa, 3-22-39
499				Baldwin	1901	19564	Scrapped, Calwa, 8-30-37
500				Baldwin	1901	19565	Scrapped, Calwa, 12-11-36
501				Baldwin	1901	19566	Scrapped, Calwa, 6-38
502				Baldwin	1901	19567	Scrapped, Bakersfield, 7-17-36

503 CLASS. 2-6-0. 19x24-54-108100-126236-180-21100

(This class was delivered to the Arkansas Valley R.R. by the builder, 11-30-06. Acquired by the Santa Fe, 8-25-07)

503	A. V. 50	ALCo-Cooke	1906	41415	Scrapped, La Junta, 12-31-31
504	A. V. 51	ALCo-Cooke	1906	41416	Scrapped, La Junta, 12-9-31

507 CLASS. 4-4-2. Balanced compound (4 cyl.)

Dimensions: 15&25x26-79-99200-201500-220-22200

Two members of this class were rebuilt with simple cylinders, Nos. 512 and 537, as follows:

No. 512 22x26-73-119200-224500-200-29300 Rebuilt, Topeka, 11-1927
No. 537 22x26-79-122900-236000-200-27100 Rebuilt, Albuquerque, 11-1926

All locomotives of this class have been scrapped and, aside from several boilers still in use, this class is now extinct as such.

507	Baldwin	1904	24000	Scrapped, Topeka, 8-24-26
508	Baldwin	1904	24089	Scrapped, Topeka, 8-31-28. Boiler to No. 736.
509	Baldwin	1904	24091	Scrapped, Topeka, 9-24-28
510	Baldwin	1904	24154	Scrapped, Topeka, 12-31-26
511	Baldwin	1904	24155	Scrapped, Calwa, 3-4-29
512	Baldwin	1904	24156	Scrapped, Shopton, 6-2-44
513	Baldwin	1904	24157	Scrapped, Topeka, 10-25-27
514	Baldwin	1904	24158	Scrapped, Topeka, 6-7-28. Boiler to No. 732.
515	Baldwin	1904	24180	Scrapped, Topeka, 10-22-28
516	Baldwin	1904	24167	Scrapped, Topeka, 1-18-29. Boiler to No. 731.
517	Baldwin	1904	24181	Scrapped, Topeka, 6-28-29. Boiler to No. 749.
518	Baldwin	1904	24182	Scrapped, Topeka, 7-11-29
519	Baldwin	1904	24213	Scrapped, Topeka, 9-25-29
520	Baldwin	1904	24217	Scrapped, Topeka, 12-17-26
521	Baldwin	1904	24220	Scrapped, Topeka, 2-3-27
522	Baldwin	1904	24221	Scrapped, Topeka, 12-4-26
523	Baldwin	1904	24236	Scrapped, Topeka, 12-31-28
524	Baldwin	1904	24242	Scrapped, Albuquerque, 5-9-28
525	Baldwin	1904	24247	Scrapped, Albuquerque, 1-31-27
526	Baldwin	1904	24248	Scrapped, La Junta, 4-25-29
527	Baldwin	1904	24273	Scrapped, Topeka, 4-21-27
528	Baldwin	1904	24282	Scrapped, Albuquerque, 10-11-29
529	Baldwin	1904	24287	Scrapped, La Junta, 10-22-29. Boiler to No. 770.
530	Baldwin	1904	24288	Scrapped, La Junta, 3-6-29
531	Baldwin	1904	24297	Scrapped, Topeka, 3-11-29
532	Baldwin	1904	24298	Scrapped, La Junta, 8-14-29
533	Baldwin	1904	24312	Scrapped, Albuquerque, 7-24-29
534	Baldwin	1904	24349	Scrapped, Topeka, 3-21-29
535	Baldwin	1904	24352	Scrapped, La Junta, 8-10-29

536	Baldwin	1904	24353	Scrapped, La Junta, 5-8-25
537	Baldwin	1904	24362	Scrapped, Albuquerque, 1943
538	Baldwin	1904	24367	Scrapped, Albuquerque, 11-30-25
539	Baldwin	1904	24379	Scrapped, Calwa, 3-9-29
540	Baldwin	1904	24380	Scrapped, Albuquerque, 3-22-29. Boiler to No. 773.
541	Baldwin	1904	24389	Scrapped, Albuquerque, 7-19-29. Boiler to No. 785.

542 CLASS. 4-4-2.

Balanced compound, same is 507 class, but having 73" drivers. (Steam 220#; Tractive Effort, 24000#) Nos. 542, 546, 550, 551, 552, 556, 558 and 559 were rebuilt simple to the following dimensions: 22x26-73-119200-224500-200-29300.

542	Baldwin	1904	24663	Rebuilt, Topeka, 6-28. Scrapped, Shopton, 8-8-40
543	Baldwin	1904	24664	Scrapped, Topeka, 3-2-28. Boiler to No. 753
544	Baldwin	1904	24665	Scrapped, Topeka, 6-15-26
545	Baldwin	1904	24673	Scrapped, Topeka, 8-27-28
546	Baldwin	1904	24678	Rebuilt, Topeka, 12-26. Scrapped, Topeka, 1943
547	Baldwin	1904	24679	Scrapped, Topeka, 12-26-28
548	Baldwin	1904	24683	Scrapped, Topeka, 12-8-24
549	Baldwin	1904	24684	Scrapped, Topeka, 11-18-27
550	Baldwin	1904	24695	Rebuilt, Topeka, 12-26
551	Baldwin	1904	24702	Rebuilt, La Junta, 1-27. Scrapped, Topeka, 7-17-40
552	Baldwin	1904	24703	Rebuilt, La Junta, 1-27
553	Baldwin	1904	24704	Scrapped, Topeka, 4-2-27
554	Baldwin	1904	24706	Scrapped, Topeka, 10-28-28
555	Baldwin	1904	24712	Scrapped, Topeka, 10-3-28
556	Baldwin	1904	24713	Rebuilt, Topeka, 7-26. Scrapped, Cleburne, 8-1947
557	Baldwin	1904	24714	Scrapped, Topeka, 6-1-28
558	Baldwin	1904	24725	Rebuilt, Topeka, 12-26
559	Baldwin	1904	24757	Rebuilt, Topeka, 12-26

(Nos. 560-563 vacant)

564 CLASS. 2-6-2.

Originally four-cylinder tandem compound, dimensions: 16&28x28-62-134500-211000-210-34200. Rebuilt simple to following dimensions: 22½x28-63-141500-214500-200-38250.

564	ALCo-Schenectady	1901	25338	Scrapped, Shopton, 12-23-36
565	ALCo-Schenectady	1901	25339	Sold to Hyman-Michaels, Chicago, 12-17-47

Note: The 564 class were superheated prior to 1918. Simpled by removing high pressure cylinders at that time. In 1918 they were overhauled and standard cylinders applied. They were used for years as pushers out of Chillicothe, Ill.

566 and 591 CLASSES. 2-6-0.

All members of these two classes have been rebuilt to 0-6-0 and 0-8-0 type switchers with the following dimensions:

0-8-0 type: 21x28-51-215200-220-45300
0-6-0 type: 20x28-51-175500-200-37300

The 566 class, comprising Nos. 566-590 and Nos. 606-615, were originally four-cylinder Vauclain compound, built with the following dimensions:

15½&26x28-63-135000-164000-200-29300

The 591 class, comprising Nos. 591-605, were built as simple engines with the following dimensions:

20x28-63-132000-157100-200-30200

566 CLASS. 0-8-0. All rebuilt simple at Topeka shops

566	Baldwin	1901	19412	Simpled 2-21. To 0-8-0, Albuquerque, 3-25-27
567	Baldwin	1901	19413	Simpled 2-19. To 0-8-0, Albuquerque, 7-27
568	Baldwin	1901	19414	Simpled 5-19. To 0-8-0, Topeka, 11-27
569	Baldwin	1901	19415	Simpled 10-18. To 0-8-0, Albuquerque, 3-28
570	Baldwin	1901	19416	Simpled 12-19. To 0-8-0, San Bdno., 10-27
571	Baldwin	1901	19417	Simpled 5-18. To 0-8-0, La Junta, 3-28
572	Baldwin	1901	19418	Simpled 5-19. To 0-8-0, Topeka, 4-28
573	Baldwin	1901	19419	Simpled 8-20. To 0-8-0, Albuquerque, 8-27
574	Baldwin	1901	19420	Simpled 4-20. To 0-8-0, Topeka, 12-27
575	Baldwin	1901	19421	Simpled 5-20. To 0-8-0, Topeka, 8-27
576	Baldwin	1901	19422	Simpled 4-19. To 0-8-0, Albuquerque, 7-27
577	Baldwin	1901	19423	Simpled 5-19. To 0-8-0, Topeka, 12-27
578	Baldwin	1901	19424	Simpled 10-20. To 0-8-0, San Bdno., 2-28
579*	Baldwin	1901	19425	Simpled 1-18. To 0-8-0, Albuquerque, 5-27

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*Engine 579 was first member of the 566 class to be simpled, superheated and have Walschaert valve gear applied (1918).

580	Baldwin	1901	19426	Simpled 5-20. To 0-8-0, Topeka, 10-27
581	Baldwin	1901	19427	Simpled 8-19. To 0-8-0, Albuquerque, 10-27
582	Baldwin	1901	19428	Simpled 9-18. To 0-8-0, Topeka, 7-27
583	Baldwin	1901	19429	Simpled 10-20. To 0-8-0, Albuquerque, 7-27
584	Baldwin	1901	19462	Simpled 11-19. To 0-8-0, San Bdno., 12-27
585	Baldwin	1901	19463	Simpled 3-20. To 0-8-0, Albuquerque, 5-27
586	Baldwin	1901	19464	Simpled 3-19. To 0-8-0, Topeka, 7-27
587	Baldwin	1901	19465	Simpled 8-20. To 0-8-0, San Bdno., 11-27
588	Baldwin	1901	19466	Simpled 6-20. To 0-8-0, La Junta, 1-28
589	Baldwin	1901	19467	Simpled 4-19. To 0-8-0, Albuquerque, 7-27
590	Baldwin	1901	19468	Simpled 1-19. To 0-8-0, San Bdno., 11-27
606	Baldwin	1901	18741	Simpled 1-20. To 0-8-0, Topeka, 2-28
607	Baldwin	1901	19013	Simpled 9-19. To 0-8-0, Topeka, 2-28
608	Baldwin	1901	19014	Simpled 2-19. To 0-8-0, Topeka, 12-27
609	Baldwin	1901	19015	Simpled 3-20. To 0-8-0, Topeka, 10-27
610	Baldwin	1901	19016	Simpled 7-19. To 0-8-0, Topeka, 1-28
611	Baldwin	1901	19059	Simpled 6-20. To 0-8-0, Albuquerque, 2-28
612	Baldwin	1901	19060	Simpled 10-19. To 0-8-0, Albuquerque, 9-27
613	Baldwin	1901	19061	Simpled 10-19. To 0-8-0, Topeka, 12-26
614	Baldwin	1901	19062	Simpled 3-20. To 0-8-0, Topeka, 3-28
615	Baldwin	1901	19120	Simpled 6-19. To 0-8-0, Albuquerque, 1-28

591 CLASS. 0-6-0 and 0-8-0

591	Baldwin	1901	19121	To 0-6-0, Topeka, 9-26
592	Baldwin	1901	19122	To 0-6-0, Topeka, 3-26
593	Baldwin	1901	19131	To 0-6-0, Topeka, 1-28
594	Baldwin	1901	19132	To 0-8-0, Topeka, 10-27. Scrapped, Topeka, 8-1947
595	Baldwin	1901	19133	To 0-8-0, Albuquerque, 1-27
596	Baldwin	1901	19134	To 0-6-0, Topeka, 10-26. Scrapped, Albuquerque, 8-47
597	Baldwin	1901	19135	To 0-8-0, San Bdno., 3-28
598	Baldwin	1901	19179	To 0-8-0, Albuquerque, 4-27
599	Baldwin	1901	19185	To 0-6-0, Topeka, 10-26
600	Baldwin	1901	19186	To 0-6-0, Albuquerque, 1-27
601	Baldwin	1901	19187	To 0-8-0, Topeka, 2-28
602	Baldwin	1901	19212	To 0-8-0, Topeka, 3-21
603	Baldwin	1901	19213	To 0-8-0, Topeka, 8-28
604	Baldwin	1901	19214	To 0-6-0, Topeka, 8-28
605	Baldwin	1901	18742	To 0-8-0, Topeka, 4-28

616 CLASS. 2-8-0. 20x26-57-136200-149500-180-27800

616	916	901	Baldwin	1894	13917	Scrapped, Cleburne, 3-24-30
617	917	903	Baldwin	1894	13916	Scrapped, Cleburne, 12-29-28
618	918	904	Baldwin	1894	13919	Scrapped, Cleburne, 9-30-29
619	919	905	Baldwin	1894	13920	Scrapped, Cleburne, 9-28-28
620	920	902	Baldwin	1894	13918	Scrapped, Cleburne, 10-30-29

621 CLASS. 2-8-0. 20x26-57-129500-146000-180-27800

621	921	911	Richmond	1894	2414	Scrapped, Cleburne, 10-31-29
622	922	912	Richmond	1894	2415	Sold, 3-14-16, to Mexico Northwestern Ry.
623	924	914	Richmond	1894	2417	Scrapped, Cleburne, 7-31-28
624	925	915	Richmond	1894	2418	Scrapped, Cleburne, 8-29-30
625	928	918	Richmond	1894	2421	Scrapped, Cleburne, 4-21-32
626	929	919	Richmond	1894	2422	Scrapped, Cleburne, 5-22-30
627	930	920	Richmond	1894	2423	Sold, 5-29-28, Ft. Worth Sand & Gravel Co.
628	923	913	Richmond	1894	2416	To GC&SF 801. Scrapped, Cleburne, 12-26-29
629	926	916	Richmond	1894	2419	Sold, 1-4-29, Dallas Washed Sand & Gravel Co.
630	927	917	Richmond	1894	2420	Sold, 8-20-30, Texas Construction Co.

631 CLASS. 4-8-0. 20x26-53-104450-129200-150-25000

631	241	SFP 23	A&P 30	Rhode Isl.	1881	997	Sold
632	242	SFP 24	A&P 31	Rhode Isl.	1881	998	Scrapped, Richmond, 3-28-24
633	243	SFP 25	A&P 32	Rhode Isl.	1881	999	Sold Belington & Beaver Creek #7
634	244	SFP 26	A&P 33	Rhode Isl.	1881	1000	Sold, 9-4-17, Sacramento State Fair Assn.
635	245	SFP 28	A&P 35	Rhode Isl.	1881	1002	Scrapped, Richmond, 7-8-19
636	240	SFP 22	A&P 29	Rhode Isl.	1881	996	Scrapped, Richmond, 2-7-23
637	237	SFP 19	A&P 26	Rhode Isl.	1881	993	Scrapped, Richmond, 11-23-22
638	238	SFP 20	A&P 27	Rhode Isl.	1881	994	Scrapped, Richmond, 12-16-21
639	239	SFP 21	A&P 28	Rhode Isl.	1881	995	Sold
—	—	SFP 27	A&P 34	Rhode Isl.	1881	1001	Boiler exploded. Sc. 11-1-87

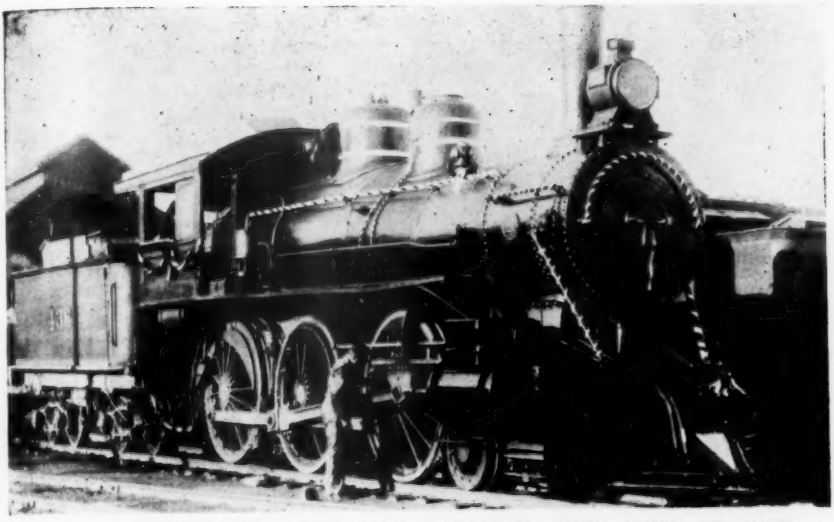
640 CLASS. 2-8-0. 20x28-57-143700-160500-180-30000

640	934	75	A. T. & S. F. Ry.	1897	Scrapped, Cleburne, 2-26-30
641	931	50	A. T. & S. F. Ry.	1897	
642	932	52	A. T. & S. F. Ry.	1897	Scrapped, Cleburne, 1-15-36
643	933	73	A. T. & S. F. Ry.	1897	

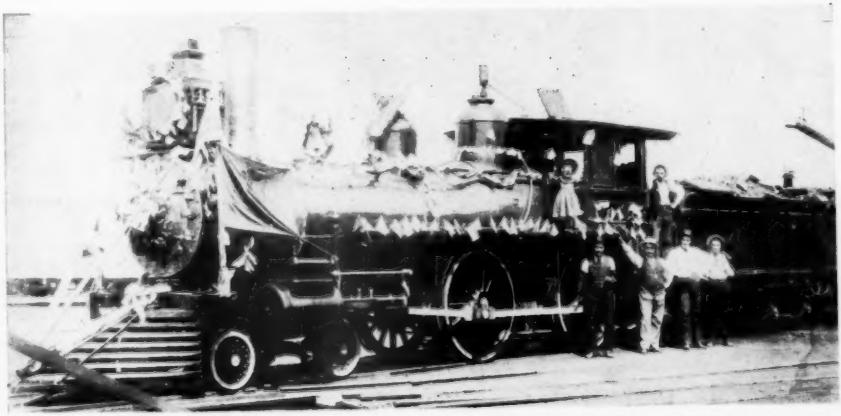
644 CLASS. 2-8-0

Originally four-cyl. tandem compound built at Topeka Shops by John Player, Superintendent of Machinery. Dimensions: 15&25x28-57-151500-174000-180-31000. Renumbered 2150-2154 on 9-1-02. Early in 1902 rebuilt with simple cylinders and changed to 0-8-0: 22x28-57-154350-180-36400.

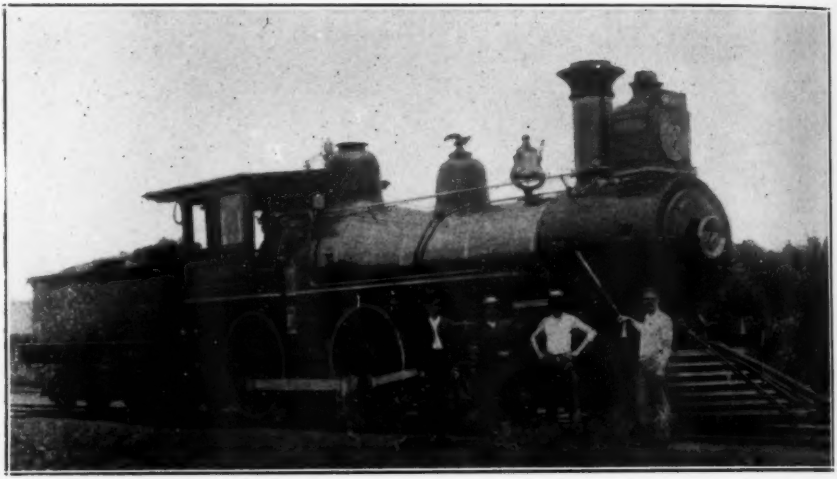
644	995	A. T. & S. F. Ry.	1899	Renumb. 2150.	Scrapped, Albuquerque, 4-11-32
645	996	A. T. & S. F. Ry.	1899	Renumb. 2151.	Scrapped, Topeka, 6-19-33
646	997	A. T. & S. F. Ry.	1899	Renumb. 2152.	Scrapped, Albuquerque, 4-23-31
647	998	A. T. & S. F. Ry.	1899	Renumb. 2153.	Scrapped, Albuquerque, 10-13-31
648	999	A. T. & S. F. Ry.	1898	Renumb. 2154.	Scrapped, Topeka, 6-6-32



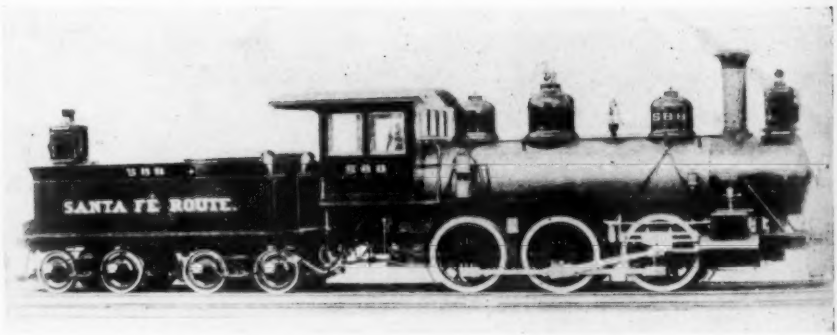
A. T. & S. F. #436—Dickson, 1899 (#1050)—19½x28-73—125000—156800—180—20700. Original #897. Renumb. 821 and 436. Scrapped 3/4/29 at Topeka. Probable location Arkansas City, Kans., about 1905. Engr. Milt. Spoonagel.



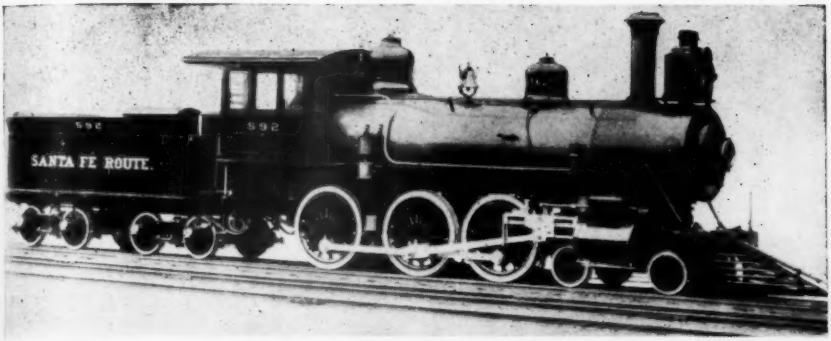
A. T. & S. F. #493—Baldwin, 1886 #7787—Originally Wichita & Western #1. Renumbered A. T. & S. F. 493, then 70, then 0127 (in 1900). Photo at Arkansas City, Kans., 1893. Engr. John Rain standing second from right.



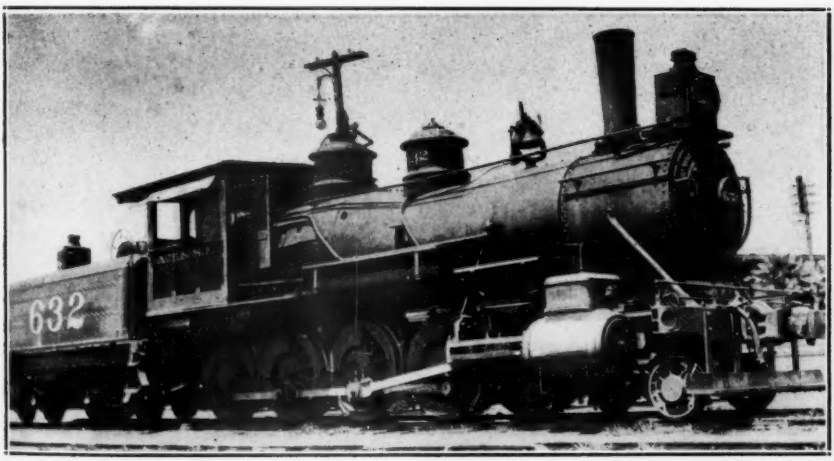
A. T. & S. Fe #504, Rhode Island, 1887, originally built for the Reaser Balance Valve Co.



A. T. & S. F. #588—Schenectady Loco. Works, 1886 #2407.
Renumbered 2283. Scrapped at Topeka, 3/2/22.



A. T. & S. F. #592—Schenectady 1887 (#2411). Renumbered 807 (1898)—353 (1900). Scrapped Topeka, 4/10/25.



Courtesy of R. P. Middlebrook

A. T. & S. Fe #632, Rhode Island, 1881, at Bakersfield, Calif., 1913.

Replacement of No. 648. 2-8-0. 21x30-57-163000-180800

2nd	648	Baldwin	1907	30935	This locomotive was used on the Rocky Mountain & Santa Fe and was sold, 6-7-34, to the B. M. C. Logging Co.

649 CLASS. 2-8-0. 21x28-57-144500-161500-180-33100

649	971	71	A. T. & S. F. Ry.	1897	Scrapped, Richmond, 3-20-32
650	972	72	A. T. & S. F. Ry.	1897	Scrapped, Cleburne, 1-28-30
651	973	39	A. T. & S. F. Ry.	1897	Scrapped, Cleburne, 7-8-36
652	974	200	A. T. & S. F. Ry.	1897	Scrapped, Albuquerque, 5-31-35
653	975	—	A. T. & S. F. Ry.	1898	Sold, Gulf & Northern Ry., 6-7-39
654	976	—	A. T. & S. F. Ry.	1898	Scrapped, Cleburne, 12-30-47
655	977	—	A. T. & S. F. Ry.	1898	Scrapped, Cleburne, 6-27-40
656	978	—	A. T. & S. F. Ry.	1898	Scrapped, Topeka, 6-29-34
657	979		A. T. & S. F. Ry.	1898	Scrapped, Richmond, 10-15-29
658	980		A. T. & S. F. Ry.	1898	Scrapped, Cleburne, 7-27-38
659	981		A. T. & S. F. Ry.	1898	Scrapped, Topeka, 5-20-36
660	982		A. T. & S. F. Ry.	1898	Scrapped, San Bdno., 8-31-33
661	983		A. T. & S. F. Ry.	1898	Scrapped, Cleburne, 9-17-35
662	984		A. T. & S. F. Ry.	1898	Scrapped, Cleburne, 9-28-37
663	985		A. T. & S. F. Ry.	1899	Scrapped, Topeka, 5-9-36

664 CLASS. 2-8-0. Dimensions same as 649 class

664	891	Baldwin	1899	17187	
665	892	Baldwin	1899	17188	
666	893	Baldwin	1899	17228	
667	894	Baldwin	1899	17229	Scrapped, Albuquerque, 8-6-31
668	895	Baldwin	1899	17230	Scrapped, Cleburne, 12-19-35
669	896	Baldwin	1899	17231	Scrapped, Albuquerque, 11-7-29
670	897	Baldwin	1899	17258	Sold, 10-1-36, Southern Asphalt Co. (Texas)
671	898	Baldwin	1899	17259	Sold, Purdy Co., Chicago, 1-16-48. Scrapped 2-2-48
672	899	Baldwin	1899	17260	Scrapped, Topeka, 7-1947
673	900	Baldwin	1899	17261	Scrapped, Cleburne, 6-24-35
674	936	Baldwin	1898	16320	Scrapped, Cleburne, 7-9-35
675	937	Baldwin	1898	16321	Scrapped, Topeka, 2-15-33
676	938	Baldwin	1898	16322	Scrapped, Cleburne, 12-9-36
677	939	Baldwin	1898	16323	Scrapped, Topeka, 10-19-29
678	940	Baldwin	1898	16324	Sold, 10-10-40, Prestridge & Seligman Lbr. Co., Grants, N. M.
679	941	Baldwin	1898	16325	Scrapped, Topeka, 4-11-30
680	942	Baldwin	1898	16326	Scrapped, Topeka, 5-36
681	943	Baldwin	1898	16327	Scrapped, Topeka, 5-36
682	944	Baldwin	1898	16328	Scrapped, Topeka, 7-25-39
683	945	Baldwin	1898	16329	Scrapped, Topeka, 8-21-39
684	946	Baldwin	1898	16335	
685	947	Baldwin	1898	16336	Scrapped, Topeka, 2-6-36
686	948	Baldwin	1898	16337	Scrapped, Richmond, 11-8-34
687	949	Baldwin	1898	16338	Scrapped, Cleburne, 1-30-29
688	950	Baldwin	1898	16339	Scrapped, Topeka, 2-8-33
689	951	Baldwin	1898	16340	Scrapped, Cleburne, 1-28-32
690	952	Baldwin	1898	16341	Sold, 5-3-37, Ft. Worth Sand & Gravel Co. #7
691	953	Baldwin	1898	16342	Scrapped, Topeka, 9-9-36
692	954	Baldwin	1898	16343	Scrapped, Topeka, 11-6-34
693	955	Baldwin	1898	16344	Scrapped, Cleburne, 5-8-29
694	956	Baldwin	1898	16345	Scrapped, Cleburne, 4-14-32
695	957	Baldwin	1898	16346	Scrapped, Cleburne, 10-31-38
696	958	Baldwin	1898	16347	Scrapped, Topeka, 5-27-31
697	959	Baldwin	1898	16348	Scrapped, Cleburne, 8-7-40
698	960	Baldwin	1898	16349	Scrapped, Needles, 6-30-34

699	3040	SFP 261	SFP 14	Baldwin	1898	16397	Scrapped, San Bdno., 10-6-28
700	3041	SFP 262	SFP 15	Baldwin	1898	16398	Scrapped, Topeka, 8-22-36
701	3042	SFP 263	SFP 16	Baldwin	1898	16399	Scrapped, Cleburne, 3-29-38
702	3043	SFP 264	SFP 17	Baldwin	1898	16400	
703	3044	SFP 265	SFP 18	Baldwin	1898	16401	Sold, 9-12-40, KCM&O Ry. of Mexico
704	3100	SFP 251	SFP 1	Baldwin	1899	16941	Scrapped, Cleburne, 11-29-33
705	3101	SFP 252	SFP 2	Baldwin	1899	16942	Scrapped, Cleburne, 2-17-38
706	3102	SFP 253	SFP 3	Baldwin	1899	16943	Scrapped, Silsbee, 6-20-39
707	3301	SC 247		Baldwin	1899	16945	Sold, 8-28-36, Mexico Northwestern Ry.
708	3302	SC 246		Baldwin	1899	16944	Scrapped, Albuquerque, 9-27-33

709 CLASS. 2-8-0. Dimensions same as 664 Class

709	961			Dickson	1899	1024	
710	962			Dickson	1899	1025	Scrapped, Topeka, 2-5-34
711	963			Dickson	1899	1026	Scrapped, San Bdno., 12-3-29
712	964			Dickson	1899	1027	Scrapped, Topeka, 11-9-35
713	965			Dickson	1899	1028	Scrapped, San Bdno., 1-30-35
714	966			Dickson	1898	980	Scrapped, Topeka, 6-15-31
715	967			Dickson	1898	981	Scrapped, Richmond, 4-11-30
716	968			Dickson	1898	982	Sold, 4-29-36, Mexico Northwestern Ry.
717	969			Dickson	1898	983	Scrapped, Topeka, 4-16-31
718	970			Dickson	1898	984	
719	3030	SFP 248	SFP 4	Dickson	1899	1045	Scrapped, Richmond, 3-31-41
720	3031	SFP 249	SFP 5	Dickson	1899	1046	
721	3032	SFP 250	SFP 6	Dickson	1899	1047	Scrapped, 12-21-38, Calwa
722	3033	SFP 254	SFP 7	Dickson	1899	1048	Scrapped, Calwa, 5-22-39
723	3034	SFP 255	SFP 8	Dickson	1899	1049	Sold, 8-17-39, Mexico Northwestern Ry.
724	3039	SFP 260	SFP 13	Dickson	1899	1056	Scrapped, Albuquerque, 8-8-34
725	3035	SFP 256	SFP 9	Dickson	1899	1052	Scrapped, Richmond, 8-22-40
726	3036	SFP 257	SFP 10	Dickson	1899	1053	Sold, 11-11-35, Apache Ry.
727	3037	SFP 258	SFP 11	Dickson	1899	1054	
728	3038	SFP 259	SFP 12	Dickson	1899	1055	Scrapped, Richmond, 3-31-41

729 CLASS. 2-8-0. 21x30-57-163150-180800-180-35500

Certain units of this class were rebuilt to 0-8-0 type switcher and reboilered with boilers salvaged from retired members of the 507 and 1400 classes. General dimensions as 0-8-0 are: 22x30-57-210800-210-45500

729	851	Baldwin	1900	17489	To 0-8-0, Cleburne, 6-32. 1407 boiler
730	852	Baldwin	1900	17490	To 0-8-0, Cleburne, 3-31. 1403 boiler
731	853	Baldwin	1900	17491	To 0-8-0, Topeka, 6-29. 516 boiler
732	854	Baldwin	1900	17492	To 0-8-0, Cleburne, 1-31. 514 boiler
733	855	Baldwin	1900	17531	Scrapped, Cleburne, 8-22-40
734	856	Baldwin	1900	17532	Scrapped, Cleburne, 8-13-40
735	857	Baldwin	1900	17533	
736	858	Baldwin	1900	17534	To 0-8-0, Topeka, 2-32. 508 boiler
737	859	Baldwin	1900	17535	To 0-8-0, Topeka, 7-29. 1435 boiler. Sc., Topeka, 8-47
738	860	Baldwin	1900	17536	To 0-8-0, Topeka, 8-30. 1414 boiler. Wt. 213500. (#738 scrapped, Topeka, 1-12-48)
739	861	Baldwin	1900	17537	To 0-8-0, Topeka, 8-30. 1555 boiler. Wt. 213500. (#739 scrapped, Topeka, 1-19-48)
740	862	Baldwin	1900	17538	
741	863	Baldwin	1900	17570	Scrapped, Topeka, 12-20-47
742	864	Baldwin	1900	17571	Scrapped, San Bdno., 1-5-48
743	865	Baldwin	1900	17572	Scrapped, 11-21-38, Topeka

744	866	Baldwin	1900	17573	Sold to Hyman-Michaels, Chicago, 12-17-47
745	867	Baldwin	1900	17584	Scrapped, Topeka, 8-1947
746	868	Baldwin	1900	17585	
747	869	Baldwin	1900	17604	To 0-8-0, Topeka, 5-30. 1410 boiler
748	870	Baldwin	1900	17605	Scrapped, Topeka, 10-24-32
749	871	Baldwin	1900	17606	To 0-8-0, Topeka, 11-29. 517 boiler
750	872	Baldwin	1900	17607	To 0-8-0, Topeka, 3-30. 1402 boiler
751	873	Baldwin	1900	17616	
752	874	Baldwin	1900	17617	To 0-8-0, Topeka, 12-33. 1461 boiler. Wt. 213500
753	875	Baldwin	1900	17618	To 0-8-0, Topeka, 9-28. 543 boiler
754	876	Baldwin	1900	17619	Scrapped, Albuquerque, 6-30-34
755	877	Baldwin	1900	17620	Sold, 6-30-41, Mexico Northwestern Ry.
756	878	Baldwin	1900	17644	Sold, 4-28-41, Mexico Northwestern Ry.
757*	879	Baldwin	1900	17645	To 0-8-0, Topeka, 10-29. 1408 boiler. Wt. 213500
758	880	Baldwin	1900	17646	

*No. 757 sold 8-4-41 to Pittsburg-Midway Coal & Mining Co.

759 CLASS. 2-8-0. 21x30-57-154880-173080-200-39500

759	881	Baldwin	1900	17652	
760	882	Baldwin	1900	17688	Scrapped, 3-22-39
761	883	Baldwin	1900	17689	
762	884	Baldwin	1900	17690	
763	885	Baldwin	1900	17703	Scrapped, 3-29-39
764	886	Baldwin	1900	17704	Scrapped, 1-30-39
765	887	Baldwin	1900	17705	Scrapped, 1-24-38
766	888	Baldwin	1900	17706	Scrapped, Topeka, 2-5-48
767	889	Baldwin	1900	17707	
768	890	Baldwin	1900	17708	

769 CLASS. 2-8-0. 21x30-57-161650-179300-195-38500

Various members of this class were rebuilt to 0-8-0 switcher with salvaged boilers from the 507 and 1400 classes. General dimensions same as the rebuilt 729 Class engines. 769 class engines were once noted for their hard-riding qualities.

769	3045	SFP 266	Richmond	1900	2957	
770	3046	SFP 267	Richmond	1900	2958	To 0-8-0, Albuquerque, 8-34. 529 boiler. Wt. 213500
771	3047	SFP 268	Richmond	1900	2959	Sold, Purdy Co., Chicago, 2-9-48 Scrapped, 2-14-48
772	3048	SFP 269	Richmond	1900	2960	Scrapped, San Bdno., Sept. 1947
773*	3049	SFP 270	Richmond	1900	2961	To 0-8-0, Albuquerque, 1029. 540 boiler. (Sold Hyman-Michaels, Chicago, 1-19-48) Wt. 213500
774	3050	SFP 271	Richmond	1900	2962	Sold, 11-23-40, Mexico Northwestern Ry.
775	3051	SFP 272	Richmond	1900	2963	
776	3052	SFP 273	Richmond	1900	2964	Scrapped, Cleburne, 1-25-40
777	3053	SFP 274	Richmond	1900	2965	
778	3054	SFP 275	Richmond	1900	2966	Scrapped, Topeka, 11-28-39
779	3055	SFP 276	Richmond	1900	2967	Scrapped, Topeka, 6-25-40
780	3056	SFP 277	Richmond	1900	2968	Sold, 5-7-41, KCM&O Ry. of Mexico
781	3057	SFP 278	Richmond	1900	2969	

*#773 scrapped 2-6-48.

782	3058	SFP 279	Richmond	1900	2970	Scrapped, 4-17-39
783	3059	SFP 280	Richmond	1900	2971	To 0-8-0, Cleb., 10-31. 1421 boiler
784	3060	SFP 281	Richmond	1900	2972	Scrapped, Cleburne, 12-26-39
785	3061	SFP 282	Richmond	1900	2973	To 0-8-0, Topeka, 1-30, 541 boiler. Scrapped, Topeka, 2-28-48
786	3062	SFP 283	Richmond	1900	2974	Scrapped, Cleburne, 11-4-39
787	3063	SFP 284	Richmond	1900	2975	To 0-8-0, Cleb., 1-30. 1432 boiler
788	3064	SFP 285	Richmond	1900	2976	Sold, 5-7-41, KCM&O Ry. of Mexico

789 CLASS. 2-8-0

Originally four-cyl. Vauclain compound. Dimensions:

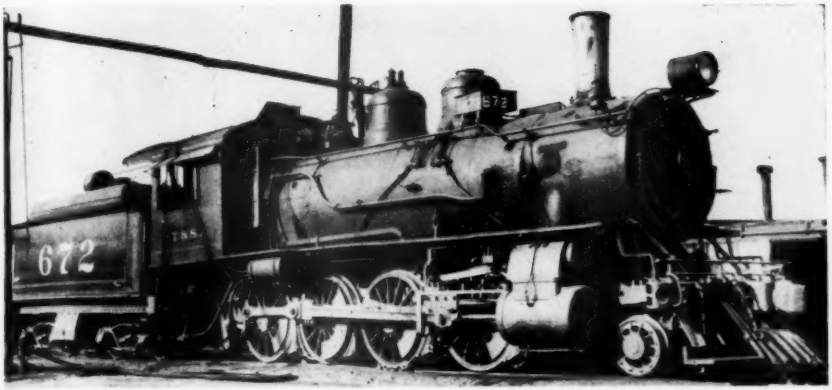
17&28x32-57-180400-202360-210-40200(c)-45800(s)

All were rebuilt with simple expansion cylinders, 1907-1910, to varying dimensions as designated below by letter:

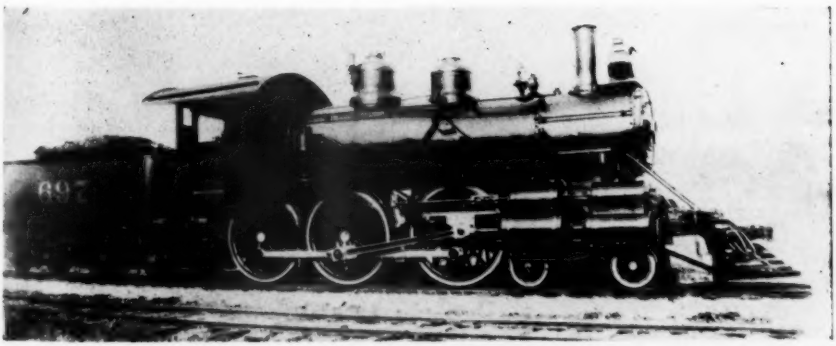
(A) 23x32-57-179965-203115-180-45500
(B) 23½x32-57-179965-203115-170-44800
(C) 23x32-57-179965-203115-200-50600
(D) 23½x32-57-179965-203115-190-50200
(E) 24x32-57-179965-203115-170-46800

(Several reblt. to 0-8-0: Dimensions, 23x32-57-233980-220-55700)

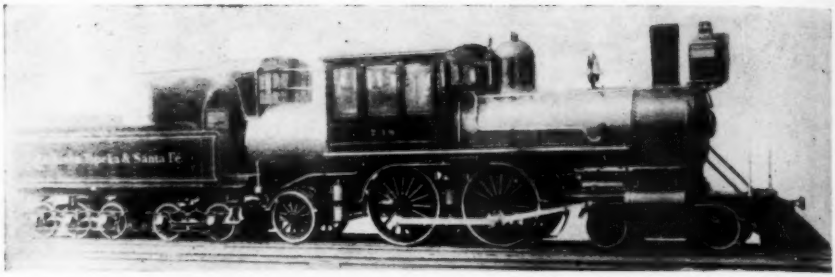
789	Baldwin	1901	19815	(A)	Scrapped, Topeka, 2-28-48
790	Baldwin	1901	19816	(A)	
791	Baldwin	1901	19817	(A)	
792	Baldwin	1901	19818	(B)	Sold to Hyman-Michaels, Chicago, 12-17-47; Scrapped 12-17-47
793	Baldwin	1901	19819	(B)	Scrapped, Albuquerque, 1-17-48
794	Baldwin	1901	19820	(A)	Scrapped, Chicago, 2-12-48
795	Baldwin	1901	19821	(A)	
796	Baldwin	1901	19822	(A)	
797	Baldwin	1901	19823		To 0-8-0, San Bdno., 3-34. 1437 boiler
798	Baldwin	1901	19858	(A)	
799	Baldwin	1901	19867	(B)	Scrapped, Topeka, 11-18-38
800	Baldwin	1901	19874	(B)	
801	Baldwin	1901	19875	(B)	
802	Baldwin	1901	19889	(B)	
803	Baldwin	1901	19890		To 0-8-0, San. Bdno., 1931. 1439 boiler
804	Baldwin	1902	19891	(A)	
805	Baldwin	1902	19948	(C)	
806	Baldwin	1902	19949	(A)	
807	Baldwin	1902	19950	(A)	Sold, Hyman-Michaels, Chicago, 1-16-48; scrapped 2-26-48
808	Baldwin	1902	19951	(C)	
809	Baldwin	1902	19952	(C)	
810	Baldwin	1902	19953	(D)	
811	Baldwin	1902	19967	(A)	
812	Baldwin	1902	19968	(A)	
813	Baldwin	1902	19972	(A)	
814	Baldwin	1902	19973	(A)	Conv., La Junta, 8-09. Sold KCM&O of Mexico, 6-46
815	Baldwin	1902	19974	(A)	Conv., La Junta, 8-09
816	Baldwin	1902	19975	(A)	Conv. La Junta, 9-09
817	Baldwin	1902	19996	(E)	Conv., La Junta, 9-09
818	Baldwin	1902	19997	(D)	Conv., La Junta, 10-09
819	Baldwin	1902	19998	(E)	Conv. La Junta, 10-09. Sold KCM&O of Mexico, 6-1946



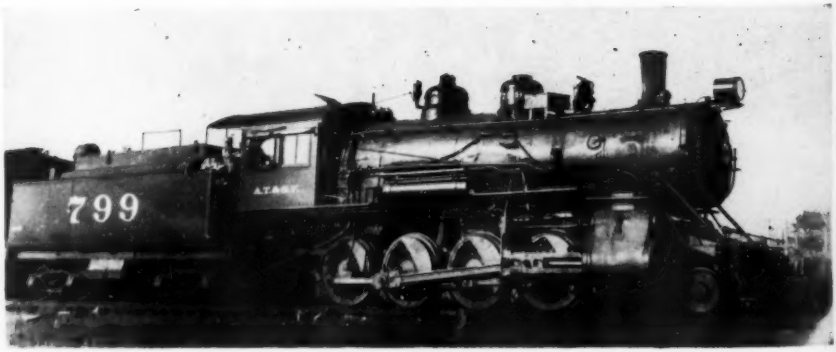
A. T. & S. F. #672—Baldwin 11-1899 (#17260). Orig. #899. Cushing, Okla., 8/13/35.



A. T. & S. F. #697—Built at Topeka 1899, by John Player, Supt. of Machinery, with Player tandem compound cylinders. One of two engines, Nos. 697-698. Cyls. 14 & 24x28"—drivers 77"—wt. on drivers, 127000#. Later #438. Simpled in 1905 to 19½x28" cyls. So. at Galveston, Tex., 12/31/28.



A. T. & S. F. #738—Schenectady Loco. Works, 1887 #2405. Renumbered 238 and 40 (in 1900).
This engine built under Strong patents with grid type valves and corrugated firebox.
Probably first 4-4-2 type engine ever built. Rebuilt to usual 4-4-0 type in 1892.
Scrapped at Topeka, 9/16/25.



A. T. & S. F. #799—Baldwin 12-1901 (19874). Orig. four-cyl. Vauclain compound.
Brakeman Berry. Fireman Wilkins. Engr. Slater.
Train #77—Stillwater, Okla., 9/11/37.

820	Baldwin	1902	19999	(E)	Conv. La Junta, 11-09
821	Baldwin	1902	20011	(A)	Conv. La Junta, 11-09. Sold KCM&O of Mexico, 5-46
822	Baldwin	1902	20012	(E)	Conv. La Junta, 6-09. To 0-8-0, wt. 220,300
823	Baldwin	1902	20013	(E)	Conv. La Junta, 6-09

824 CLASS. 2-8-0

Originally four-cyl. Cauclain compound, fitted with Vanderbilt firebox. Original dimensions were:

17&28x32-57-191400-214700-210-40200(c)-45800(s)

It was rebuilt simple to the following dimensions:

24x32-57-191400-214600-170-46800 (at San Bdno., 1909.)

824	Baldwin	1901	19754	Reblt. to 0-8-0, San Bdno., Sept. 1937 and at the same time reboilered with boiler salvaged from engine 1404

825 CLASS. 2-8-0

Originally four-cyl. tandem compound, dimensions:

16&28x32-57-174100-199250-210-43200

Converted to simple engines as indicated below. Dimensions:

23x32-57-186727-211605-180-45500

Later most of the series were rebuilt to 0-8-0. Dimensions:

23x32-57-216100-190-48000

825 class engines were first simpled by removing the high-pressure cylinders and bushing the low-pressure cylinders to 26", with Schmidt superheaters applied. Standard cylinders applied later.

825	Rhode Isl.	1902	3352	Conv., Top., 11-19. To 0-8-0, 5-30
826	Rhode Isl.	1902	3353	Conv., S. B., 10-22. To 0-8-0, 1-29, Top.
827	Rhode Isl.	1902	3354	Conv., Alb., 9-20
828	Rhode Isl.	1902	3355	Conv., S. B., 5-20. To 0-8-0, 8-26, Top.
829*	Rhode Isl.	1902	3356	Conv., Alb., 1-21. To 0-8-0, 7-37, L. J. (Sold Hyman-Michaels, Chicago, 2-3-48)

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*#829 scrapped 3-4-48.

830	Rhode Isl.	1902	3357	Conv., Rich., 4-20. To 0-8-0, 2-27, Top.
831	Rhode Isl.	1902	3358	Conv., S. B., 8-20. To 0-8-0, 11-25, Top.
832	Rhode Isl.	1902	3359	Conv., Alb., 9-19. To 0-8-0, 1-37, L. J.
833	Rhode Isl.	1902	3360	Conv., S. B., 10-20. To 0-8-0, 4-26, Top.
834	Rhode Isl.	1902	3361	Conv., L. J. 10-20. To 0-8-0, 10-23, L. J.
835	Rhode Isl.	1902	3362	Conv., L. J., 1-21. To 0-8-0, 6-28, L. J.
836	Rhode Isl.	1902	3363	Conv., S. B., 5-19. To 0-8-0, 5-25
837	Rhode Isl.	1902	3364	Conv., L. J., 6-20. To 0-8-0, 2-28, L. J.
838	Rhode Isl.	1902	3365	Conv., S. B., 9-19. To 0-8-0, 3-22, Top.
839	Rhode Isl.	1902	3366	Conv., Top., 4-20. To 0-8-0, 2-23, Top.
840	Rhode Isl.	1902	3367	Conv., S. B., 2-22
841	Rhode Isl.	1902	3368	Conv., S. B., 8-19. To 0-8-0, 2-25, Top.
842	Rhode Isl.	1902	3369	Conv., Rich., 7-19. To 0-8-0, 6-22, S. B.
843	Rhode Isl.	1902	3370	Conv., S. B., 9-19. To 0-8-0, 6-24, Top.
844	Rhode Isl.	1902	3371	Conv., S. B., 4-20. To 0-8-0, 1-26, Top. Sc., Topeka, 12-30-47
845	Rhode Isl.	1902	3372	Conv., L. J., 11-20. To 0-8-0, 3-30, L. J.
846	Rhode Isl.	1902	3373	Conv., S. B., 3-20

847	Rhode Isl.	1902	3374	Conv., S. B., 10-19. To 0-8-0, 11-25, Top.
848	Rhode Isl.	1902	3375	Conv., L. J., 3-22. To 0-8-0, 2-34, L. J.
849	Rhode Isl.	1902	3376	Conv., L. J., 2-20
850	Pittsburgh	1902	25342	Conc., L. J., 11-19. To 0-8-0, 7-22
851	Pittsburgh	1902	25343	Conv., Top., 4-20. To 0-8-0, 4-36, L. J.
852	Pittsburgh	1902	25344	Conv., S. B., 1918. To 0-8-0, 2-23
853	Pittsburgh	1902	25345	Conv., S. B., 7-20. To 0-8-0, 7-26, Top.
854	Pittsburgh	1902	25346	Conv., S. B., 11-18. To 0-8-0, 5-28, Alb.
855	Pittsburgh	1902	25347	Conv., S. B., 7-19. To 0-8-0, 4-22
856	Pittsburgh	1902	25348	Conv., Alb., 7-20
857	Pittsburgh	1902	25349	Conv., S. B., 10-19. To 0-8-0, 6-24, Top.
858	Pittsburgh	1902	25350	Conv., Alb., 7-20. To 0-8-0, 2-28, L. J.
859	Pittsburgh	1902	25351	Conv., L. J., 5-20. To 0-8-0, 7-29, L. J.
860	Pittsburgh	1902	25352	Conv., Top., 3-19. To 0-8-0, 9-24
861	Pittsburgh	1902	25353	Conv., Alb., 10-20
862	Pittsburgh	1902	25354	Conv., S. B., 1-20. To 0-8-0, 5-28, L. J.
863	Pittsburgh	1902	25355	Conv., Rich., 11-20. To 0-8-0, 5-26, Top.
864	Pittsburgh	1902	25356	Conv., Rich., 8-20. To 0-8-0, 5-26, Top.

(Note: Of the above, nos. 835, 842, 847, 854 and 857 weigh 222800 lbs.)

865 CLASS. 2-6-0. 20x28-57-132000-154000-180-29500

(Locomotives of the 865 Class were obtained when the Santa Fe acquired the Oklahoma Central R. R. in 1914)

865	O.C.	501	Baldwin	1906	29347	Scrapped, Topeka, 4-15-27
866	O.C.	502	Baldwin	1906	29361	Scrapped, Topeka, 11-4-29
867	O.C.	503	Baldwin	1906	29893	Scrapped, Topeka, 7-24-28
868	O.C.	504	Baldwin	1906	29894	Scrapped, Topeka, 8-6-29
869	O.C.	505	Baldwin	1906	29946	Scrapped, Topeka, 6-28-28

870 CLASS. 2-8-0. 21x30-57-163150-180800-200-39500

(Locomotives of this class were built for the St. Louis, Rocky Mountain & Pacific and were later used on its successor, the Rocky Mountain & Santa Fe. They were acquired by the Santa Fe on lease of the RM&SF in 1915)

870	RM&SF 101	StLRM&P 101	Baldwin	1906	27706	Sold, 8-7-40, Albuquerque & Cervillos Coal Co.
871	RM&SF 102	StLRM&P 102	Baldwin	1906	27707	Sold, Hyman-Michaels, Chicago, 1-16-48 (Scrapped 2-12-48)
872	RM&SF 103	StLRM&P 103	Baldwin	1906	27877	Scrapped, Albuquerque, 8-7-40
873	RM&SF 104	StLRM&P 104	Baldwin	1906	28526	Scrapped, Albuquerque, 5-14-37
874	RM&SF 105	StLRM&P 105	Baldwin	1906	28661	Sold, Albuquerque, & Cervillos Coal Co., 8-7-40

875 CLASS. 2-8-0. 21x30-60-189000- -200-37500

(Locomotives of this class were built for the El Paso & Northeastern. They were sold by that road to the New Mexico Central and acquired by the Santa Fe, 7-31-26)

875	NMC 10	EP&NE 73	Baldwin	1902	20077	Scrapped Albuquerque, 11-14-29
876	NMC 11	EP&NE 71	Baldwin	1902	20075	Scrapped, Albuquerque, 11-27-29

(EP&NE 73 and 71 became EP&SW 274 and 267 in 1906; then 205 and 198 in 1913; sold to the New Mexico Central, 1-10-19 and 2-8-19, respectively.)

(Nos. 877-881 vacant)

882 CLASS. 2-8-2. 27x30-62-240200-320700-205-61465

(Locomotives of this class were purchased from the Pennsylvania R. R. in July, 1945, to aid in moving the heavy traffic occasioned by World War II. They were formerly P. R. R. road class L-1s. P. R. R. #8191 was originally P. R. R. #7342)

882	PRR 4031	Baldwin	3-1917	45264	Sold, July 1947, to Max Schlossberg Co.
883	PRR 4185	PRR (Juniata)	9-1917	3315	same
884	PRR 8191	Baldwin	12-1916	44617	same

885 CLASS. 2-8-2. 25x32-57-213000-271730-200-59600

Originally four-cyl. Vauclain compound, road nos. 900-914. Dimensions, as built: 18&30-32-57-199700-261700-200-55600. They were renumbered 885-899 in 1903 to make room for the 900 Class 2-10-2 type. In 1908-09, all were converted to simple engines at Topeka Shops.

The 885 class experienced several rebuildings. First, they had 25x32" simple cylinders and smokebox superheater applied, the latter replaced later with Schmidt superheater. Baker valve gear was applied with a rocker arm on account of the valve chambers being inclined. Later, when standard cylinders were applied, the rocker arm was removed. This class was first built to burn Gallup coal and had a very large firebox on that account.

885	900	Baldwin	1902	21247	Conv. 7-09
886	901	Baldwin	1902	21278	Conv. 12-08
887	902	Baldwin	1902	21284	Conv. 6-09
888	903	Baldwin	1902	21285	Conv. 11-08
889	904	Baldwin	1902	21323	Conv. 6-09
890	905	Baldwin	1902	21324	Conv. 4-08
891	906	Baldwin	1902	21368	Conv. 8-08
892	907	Baldwin	1902	21369	Conv. 8-09
893	908	Baldwin	1902	21403	Conv. 2-08
894	909	Baldwin	1902	21419	Conv. 5-08
895	910	Baldwin	1903	21440	Conv. 7-08. Sold Apache Ry., 1-2-47
896	911	Baldwin	1903	21450	Conv. 11-08. Scrapped, Topeka, 8-1947
897	912	Baldwin	1903	21490	Conv. 10-08
898	913	Baldwin	1903	21539	Conv. 5-09
899	914	Baldwin	1903	21552	Conv. 9-08

900 CLASS. 2-10-2

Originally four-cyl. tandem compound. Dimensions were:

19&32x32-57-234580-287240-225-62800(c)

Converted to simple engines with 28x32" cyls., 200# steam, tractive effort, 74800#. Weights, as rebuilt, varied; these are indicated below by letter:

(A) 272700-317400 (B) 280000-323300 (C) 251250-302490
(D) 253430-298040 (E) 234580-287240

(Nos. 900-939 originally burned coal; nos. 940-985 burned oil)

900	Baldwin	1904	24061	(A)	Conv., Alb., 9-23
901	Baldwin	1904	24068	(B)	Conv., Top., 11-16
902	Baldwin	1904	24073	(A)	Conv., Alb., 10-19
903	Baldwin	1904	24096	(B)	Conv., Alb., 9-19. Scrapped, Alb., 8-15-40
904	Baldwin	1904	24101	(C)	Conv., Alb., 4-18. Scrapped, Alb., 12-17-38
905	Baldwin	1904	24105	(A)	Conv., Top., 5-20
906	Baldwin	1904	24110	(C)	Conv., Alb., 11-17
907	Baldwin	1904	24119	(B)	Conv., Alb., 12-19
908	Baldwin	1904	24120	(A)	Conv., Alb., 6-20

909	Baldwin	1904	24139	(A)	Conv., S. B., 12-22
910	Baldwin	1904	24150	(B)	Conv., Alb., 4-19. Scrapped, Alb., 9-28-40
911	Baldwin	1904	24178	(A)	Conv., Alb., 5-17
912	Baldwin	1904	24187	(A)	Conv., S. B., 6-18
913	Baldwin	1904	24233	(A)	Conv., S. B., 7-17
914	Baldwin	1904	24241	(A)	Conv., Alb., 4-20
915	Baldwin	1903	22782	(A)	Conv., Alb., 2-17. Scrapped, Alb., 9-26-40
916	Baldwin	1903	22793	(A)	Reblt., 1911, to #3007. Reblt., 5-17, to #3018
917	Baldwin	1903	22819	(A)	Conv., L. J., 7-18
918	Baldwin	1903	22838	(A)	Conv., Alb., 10-17
919	Baldwin	1903	22831	(B)	Conv., Alb., 2-20
920	Baldwin	1903	22862	(B)	Conv., Alb., 1-20. Scrapped, Alb., 8-31-40
921	Baldwin	1903	22884	(B)	Conv., Alb., 10-18
922	Baldwin	1903	22885	(A)	Conv., Alb., 7-17. Scrapped, L. J., 11-8-40
923	Baldwin	1903	22928	(C)	Conv., Alb., 11-19. Scrapped, Top., 7-1-40
924	Baldwin	1903	22951	(B)	Reblt., 1911, to #3008. Reblt., 4-17, to #3019
925	Baldwin	1903	22958	(B)	Conv., Alb., 7-18. Scrapped, Alb., 9-9-40
926	Baldwin	1903	22977	(C)	Conv., Alb., 1-22
927	Baldwin	1903	23000	(A)	Conv., Alb., 5-20. Scrapped, Cleb., 7-15-40
928	Baldwin	1903	23009	(D)	Conv., S. B., 4-21. Scrapped, Topeka, 7-6-40
929	Baldwin	1903	23040	(D)	Conv., L. J., 10-19. Scrapped, Topeka, 6-10-40
930	Baldwin	1903	23047	(A)	Conv., Top., 1-18
931	Baldwin	1903	23087	(B)	Conv., Alb., 2-18
932	Baldwin	1903	23112	(C)	Conv., Alb., 5-19. Scrappd, Topeka, 1-6-48
933	Baldwin	1903	23135	(A)	Conv., Alb., 10-19
934	Baldwin	1903	23149	(A)	Conv., Alb., 12-17
935	Baldwin	1903	23167	(A)	Conv., Alb., 10-17. Scrapped, Alb., 9-11-40
936	Baldwin	1903	23173	(C)	Conv., Alb., 4-20
937	Baldwin	1903	23190	(D)	Conv., Alb., 2-20. Scrapped, Topeka, 7-15-40
938	Baldwin	1903	23196	(B)	Conv., Alb., 8-17
939	Baldwin	1903	23234	(D)	Conv., Alb., 7-20. Scrapped, Topeka, 7-6-40
940	Baldwin	1903	23237	(D)	Conv., S. B., 11-19
941	Baldwin	1903	23243	(D)	Conv., S. B., 5-19. Scrapped, Topeka, 6-26-40
942	Baldwin	1903	23259	(A)	Conv., Alb., 7-23
943	Baldwin	1903	23279	(D)	Conv., L. A., 6-17. Scrapped, Topeka, 9-21-40
944	Baldwin	1903	23287	(A)	Conv., Top., 8-20. Scrapped, Cleburne, 9-3-40
945	Baldwin	1903	23293	(A)	Conv., Alb., 1-23
946	Baldwin	1903	23303	(D)	Conv., S. B., 8-17
947	Baldwin	1903	23318	(A)	Conv., S. B., 5-23
948	Baldwin	1903	23342	(A)	Conv., S. B., 3-23
949	Baldwin	1904	23374	(A)	Reblt., 1911, to #3000. Reblt. to #3014, 1-17
950	Baldwin	1904	23393	(A)	Conv., Top., 11-23
951	Baldwin	1904	23424	(D)	Conv., S. B., 5-21
952	Baldwin	1904	23425	(D)	Conv., S. B., 12-19
953	Baldwin	1904	23455	(A)	Conv., S. B., 11-18
954	Baldwin	1904	23468	(A)	Conv., S. B., 12-17
955	Baldwin	1904	23506	(D)	Conv., S. B., 1-21. Scrapped, Topeka, 5-31-40
956	Baldwin	1904	23515	(A)	Conv., S. B., 8-19
957	Baldwin	1904	23522	(A)	Reblt., 1911, to #3001. Reblt. to #3012, 7-16
958	Baldwin	1904	23546	(A)	Conv., S. B., 6-20
959	Baldwin	1904	23585	(A)	Conv., S. B., 3-17
960	Baldwin	1904	23608	(D)	Conv., S. B., 4-19. Scrapped, S. B., 9-12-40
961	Baldwin	1904	23614	(A)	Conv., S. B., 2-21
962	Baldwin	1904	23637	(A)	Conv., S. B., 1-24
963	Baldwin	1904	23644	(A)	Conv., Top., 3-22. Scrapped, Cleburne, 2-20-48
964	Baldwin	1904	23659	(A)	Conv., Top., 11-23
965	Baldwin	1904	23679	(A)	Conv., Top., 10-22
966	Baldwin	1904	23691	(A)	Conv., S. B., 1-19
967	Baldwin	1904	23708	(A)	Conv., Top., 2-20
968	Baldwin	1904	23724	(A)	Conv., S. B., 2-22

969	Baldwin	1904	23720	(A)	Conv., Alb., 1-24
970	Baldwin	1904	23740	(A)	Reblt., 1911, to #3009. Reblt. to #3015, 2-17
971	Baldwin	1904	23753	(D)	Conv., S. B., 4-20. Scrapped, S. B., 9-19-40
972	Baldwin	1904	23764	(A)	Conv., S. B., 8-18
973	Baldwin	1904	23787	(D)	Conv., Alb., 5-20. Scrapped, S. B., 9-17-40
974	Baldwin	1904	23798	(A)	Conv., Top., 6-23
975	Baldwin	1904	23803	(A)	Conv., S. B., 12-22
976	Baldwin	1904	23822	(A)	Conv., Top., 10-22
977	Baldwin	1904	23823	(A)	Conv., Top., 4-20
978	Baldwin	1904	23845	(A)	Conv., S. B., 5-23
979	Baldwin	1904	23900	(A)	Conv., S. B., 4-17
980	Baldwin	1904	23910	(A)	Reblt. to #3003, 1911. Reblt. to #3016, 6-17
981	Baldwin	1904	23911	(A)	Reblt. to #3006, 1911. Reblt. to #3017, 10-17
982	Baldwin	1904	23959	(A)	Conv., S. B., 10-17. Scrapped, S. B., 9-5-40
983	Baldwin	1904	23960	(A)	Conv., S. B., 5-18
984	Baldwin	1904	23978	(A)	Conv., L. A., 4-17
985	Baldwin	1904	23989	(E)	Conv., S. B., 4-17. Scrapped, S. B., 6-18-36

(No. 986 vacant)

987 CLASS. 2-10-0. 28x32-57-237000-260000-210-78500

Originally four-cyl. tandem compound, road number 940. Dimensions were: 19&32x32-57-234800-266300-200-55800. Originally designed for 225# steam, but safety valves set at 200#.

987	940	Baldwin	1902	20326	Conv., S. B., 8-11. Scrapped, S. B., 8-31-33

988 CLASS. 2-10-0. 26x34-57-238400-263600-180-61740

Originally four-cyl. tandem compound. Dimensions were:

17½&30x34-57-232000-260000-225-52000(c)-57600(s)

988	ALCo-Schenectady	1902	25340	Conv., S. B., 1915 Scrapped, S. B., 12-17-38
989	ALCo-Schenectady	1902	25341	Conv., S. B., 1911 Scrapped, S. B., 12-28-38

990 CLASS. 2-8-0

(A) 21x32-57-172900-195400-200-42000
(B) 21x32-57-166400-185000-200-42000

990	A. T. & S. F. Ry.	1901	(A)	Scrapped, Calwa, 11-8-40
991	A. T. & S. F. Ry.	1901	(A)	Sold, Hyman-Michaels, Chicago, 1-30-48
992	A. T. & S. F. Ry	1901	(B)	Scrapped, Needles, 7-22-40
993	A. T. & S. F. Ry.	1901	(B)	Scrapped, Calwa, 8-31-40
994	A. T. & S. F. Ry.	1901	(B)	Scrapped, Richmond, 3-9-48
995	A. T. & S. F. Ry.	1901	(B)	Scrapped, San Bdno., 7-8-39
996	A. T. & S. F. Ry.	1901	(B)	Scrapped, San Bdno., 11-18-39
997	A. T. & S. F. Ry.	1901	(B)	Scrapped, San Bdno., 11-30-39
998	A. T. & S. F. Ry.	1901	(B)	Scrapped, Calwa, 3-22-40
999	A. T. & S. F. Ry.	1901	(B)	Scrapped, Calwa, 12-13-39

1000, 1014 and 1050 CLASSES. 2-6-2. Originally four-cyl. Vauclain compound

Dimensions of the 1000 and 1014 classes, as built, were:

17&28x28-79-144610-209220-220-30300(c)-37700(s) for 1000 Class.
17&28x28-69-140790-205400-220-34700(c)-45110(s) for 1014 Class.

Dimensions of the 1050 Class, as built, were:

17&28x28-69-141690-210190-220-34700(c)-45110(s)

All were rebuilt to simple engines with 4-inch frames, later replaced by 6-inch frames. Dimensions, as rebuilt:

Cyls. 25x28, later bushed to 23½x28; drivers 69″ diam. Steam pressure 200#; tractive effort 38150#.

Weights: 1000 Class, 167500-237300; 1014 and 1050 classes, 167500-235200.

1000 CLASS

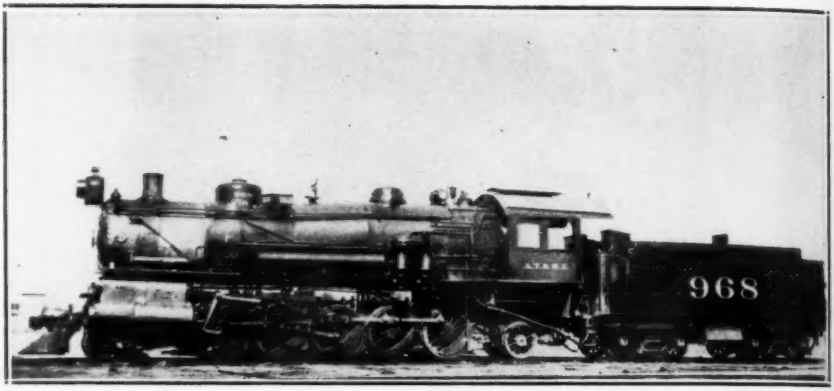
1000	Baldwin	1901	19578	Conv., 7-23, L. J.
1001	Baldwin	1901	19579	Conv., 9-23, Alb.
1002	Baldwin	1901	19580	Conv., 1-24, Alb.
1003	Baldwin	1901	19581	Conv., 9-23, Alb. Scrapped, Alb., 11-28-41
1004	Baldwin	1901	19582	Conv., 5-23, Top.
1005	Baldwin	1901	19583	Conv., 11-23, L. J.
1006	Baldwin	1901	19584	Conv., 9-23, L. J.
1007	Baldwin	1901	19627	Conv., 5-23, Top.
1008	Baldwin	1901	19628	Conv., 8-23, Alb.
1009	Baldwin	1901	19629	Conv., 2-22, L. J.
1010	Baldwin	1901	19630	Conv., 11-23, L. J.
1011	Baldwin	1901	19631	Conv., 3-22, L. J.
1012	Baldwin	1901	19632	Conv., 7-23, Alb.
1013	Baldwin	1901	19633	Conv., 7-23, Alb.

1014 CLASS

Note: In 1915-16, twelve of the 1014 and 1050 class, among them nos. 1020, 1027, 1127, 1087 and 1070, were equipped with Hobart Allfree cylinders with 12″ main valves and 3½ or 4″ exhaust valves. The Hobart Allfree cylinders used a piston valve in distinction to the Allfree Hubbell cylinders which used a slide valve. The steam chest in both arrangements was cast with the main cylinder and of the same length. Each steam chest had two valves, one in each end, while the exhaust valve was of the piston type. Engines equipped with the Allfree device were very fast and powerful when the valves were in good shape. The valve held the steam through most of the stroke, then let it loose all at once, losing the cushioning effect of conventional cylinders, thus resulting in broken rods, pistons and keys. Locomotives so equipped were soon rebuilt with standard cylinders.

1014	Baldwin	1901	19634	Conv., 3-15, Top.
1015	Baldwin	1901	19642	Conv., 11-12, Top.
1016	Baldwin	1901	19643	Conv., 3-12, Top. Scrapped, Topeka, 7-1947
1017	Baldwin	1901	19644	Conv., 11-15, Alb. Scrapped, Topeka, 11-27-39
1018	Baldwin	1901	19645	Conv., 11-12, Top.
1019	Baldwin	1901	19646	Conv., 7-13, Top.
1020	Baldwin	1901	19647	Conv., 11-16, Alb.
1021	Baldwin	1901	19681	Conv., 7-15, Alb. Scrapped, Alb., 12-31-41
1022	Baldwin	1901	19682	Conv., 3-15, Top.
1023	Baldwin	1901	19683	Conv., 12-18, L. J. Scrapped, Alb., 1-31-42
1024	Baldwin	1901	19684	Conv., 7-13, L. J.
1025	Baldwin	1901	19721	Conv., 2-14, Top.
1026	Baldwin	1901	19722	Conv., 4-13, Top.
1027	Baldwin	1901	19723	Conv., 10-16, Top.
1028	Baldwin	1901	19724	Conv., 9-14, Top.
1029	Baldwin	1901	19725	Conv., 9-12, Top.
1030	Baldwin	1901	19726	Conv., 12-13, Top. Scrapped, Topeka, 12-27-39
1031	Baldwin	1901	19737	Conv., 8-14, Top. Scrapped, Topeka, 7-1947
1032	Baldwin	1901	19738	Conv., 6-14, Top.
1033	Baldwin	1901	19739	Conv., 10-14, Alb.
1034	Baldwin	1901	19740	Conv., 5-14, Alb.

A. T. & S. Fe #712, Dickson, 1899, with a familiar train of oil cars at Cushing, Okla., 1916.



A. T. & S. Fe #968, Baldwin, 1904, at National City, Calif., 1915.

A. T. & S. F. #1088—Baldwin 1902 (20428). Engr. Slater. Fireman Avery.
Train #77—Stillwater, Okla., 8/28/37.

1035	Baldwin	1901	19764	Conv., 6-13, Top.
1036	Baldwin	1901	19765	Conv., 9-13, Top.
1037	Baldwin	1901	19770	Conv., 2-15, Top.
1038	Baldwin	1901	19811	Conv., 2-13, Top.
1039	Baldwin	1901	19812	Conv., 8-14, Top. Boiler exploded, 1937. Scrapped

(Nos. 1040-1049 vacant)

1050 CLASS

1050	Baldwin	1902	20132	Conv., 8-15, L. J.
1051	Baldwin	1902	29133	Reblt., 1910, to #1157. Reinstated, 1924
1052	Baldwin	1902	20134	Conv., 4-13, Top.
1053	Baldwin	1902	20135	Conv., 12-15, Top.
1054	Baldwin	1902	20136	Conv., 11-12, Top. Scrapped, Cleburne, 3-23-48
1055	Baldwin	1902	20137	Conv., 2-13, Top.
1056	Baldwin	1902	20138	Conv., 11-11, Top.
1057	Baldwin	1902	20139	Conv., 2-17, Top.
1058	Baldwin	1902	20179	Conv., 5-14, Top.
1059	Baldwin	1902	20180	Conv., 4-14, Alb.
1060	Baldwin	1902	20181	Conv., 11-13, Top. Scrapped, Topeka, 8-1947
1061	Baldwin	1902	20182	Conv., 7-15, Alb.
1062	Baldwin	1902	20183	Conv., 12-15, Alb.
1063	Baldwin	1902	20264	Conv., 12-12, Top.
1064	Baldwin	1902	20265	Conv., 4-13, Alb.
1065	Baldwin	1902	20266	Conv., 4-14, Top.
1066	Baldwin	1902	20267	Conv., 12-16, Top. Scrapped, Topeka, 8-1947
1067	Baldwin	1902	20268	Conv., 9-17, Top.
1068	Baldwin	1902	20287	Conv., 7-14, Top. Scrapped, Topeka, 1-8-42
1069	Baldwin	1902	20288	Conv., 12-15, Alb. Scrapped, Alb., 2-21-42
1070	Baldwin	1902	20289	Conv., 9-16, Top.
1071	Baldwin	1902	20290	Conv., 5-13, Top.
1072	Baldwin	1902	20291	Conv., 1-10, Top. (#1072 scrapped, Cleburne, 1-15-48) Southern valve gear applied in 1917 was only locomotive on the Santa Fe with this gear.
1073	Baldwin	1902	20333	Conv., 5-15, Top.
1074	Baldwin	1902	20334	Conv., 10-11, Top.
1075	Baldwin	1902	20335	Conv., 2-13, Top.
1076	Baldwin	1902	20336	Conv., 10-13, Top.
1077	Baldwin	1902	20337	Conv., 3-13, L. J.
1078	Baldwin	1902	20338	Conv., 11-12, Alb. Scrapped, La Junta, 1-31-42
1079	Baldwin	1902	20375	Conv., 8-14, Top.
1080	Baldwin	1902	20376	Conv., 1-13, Top.
1081	Baldwin	1902	20377	Conv., 1-13, Top.
1082	Baldwin	1902	20378	Conv., 8-11, Top.
1083	Baldwin	1902	20379	Conv., 11-22, Alb.
1084	Baldwin	1902	20380	Conv., 11-17, Top.
1085	Baldwin	1902	20408	Conv., 6-18, Top. Sold to Purdy Co., Chicago, 12-21-47. Scrapped 12-31-47
1086	Baldwin	1902	20417	Conv., 12-18, Top.
1087	Baldwin	1902	20427	Conv., 10-16, Alb.
1088	Baldwin	1902	20428	Conv., 1-13, Top.
1089	Baldwin	1902	20541	Conv., 1-20, Alb.
1090	Baldwin	1902	20542	Conv., 2-20, Alb. Scrapped, Topeka, 2-6-40
1091	Baldwin	1902	20543	Conv., 5-14, Top.
1092	Baldwin	1902	20544	Conv., 5-15, Top.
1093	Baldwin	1902	20545	Conv., 4-13, Top. Scrapped, Topeka, 3-3-42
1094	Baldwin	1902	20546	Conv., 9-09, Top.
1095	Baldwin	1902	20563	Conv., 4-15, Top.
1096	Baldwin	1902	20579	Conv., 7-13, Top.

1097	Baldwin	1902	20592	Conv., 10-14, Alb.
1098	Baldwin	1902	20593	Conv., 2-14, Top.
1099	Baldwin	1902	20616	Conv., 1-12, Top.
1100	Baldwin	1902	20617	Conv., 12-15, Top. Scrapped, Cleburne, 5-4-42
1101	Baldwin	1902	20618	Conv., 11-15, Alb. Scrapped, Topeka, 6-3-40
1102	Baldwin	1902	20619	Conv., 2-14, Top. Scrapped, Topeka, 11-29-41
1103	Baldwin	1902	20629	Conv., 4-13, Top.
1104	Baldwin	1902	20630	Conv., 11-15, Top. Sold to Hyman-Michaels, Chicago, 12-17-47. Scrapped 1-3-48
1105	Baldwin	1902	20631	Conv., 10-13, L. J.
1106	Baldwin	1902	20632	Conv., 4-10, Top. Scrapped, Alb., 11-15-41
1107	Baldwin	1902	20690	Conv., 7-14, Alb.
1108	Baldwin	1902	20691	Conv., 9-17, Top.
1109	Baldwin	1902	20692	Conv., 3-14, Top.
1110	Baldwin	1902	20693	Conv., 5-12, Top. Scrapped, Alb., 12-3-41
1111	Baldwin	1902	20721	Conv., 1-14, Top.
1112	Baldwin	1902	20732	Conv., 6-16, Top.
1113	Baldwin	1902	20733	Conv., 4-17, Alb. Scrapped, Cleburne, 10-16-37
1114	Baldwin	1902	20734	Conv., 10-13, Top.
1115	Baldwin	1902	20735	Conv., 1-13, Top. Scrapped, Alb., 1-12-42
1116	Baldwin	1902	20787	Conv., 1-14, L. J. Scrapped, Cleburne, 3-26-48
1117	Baldwin	1902	20788	Conv., 9-13, Alb.
1118	Baldwin	1902	20789	Conv., 2-13, Top.
1119	Baldwin	1902	20790	Conv., 3-14, Top. Scrapped, Albuquerque, 12-12-41
1120	Baldwin	1902	20791	Conv., 2-15, Top.
1121	Baldwin	1902	20792	Conv., 1-20, Top. Scrapped, Cleburne, 3-2-48
1122	Baldwin	1902	20793	Conv., 9-11, Alb. Scrapped, Topeka, 7-1947
1123	Baldwin	1902	20841	Conv., 3-13, Alb.
1124	Baldwin	1902	20842	Conv., 1-13, Top. Scrapped, Topeka, 7-1947
1125	Baldwin	1902	21276	Reblt., 1910, to L. P. unit, No. 1157. Scrapped, 1924, Top.
1126	Baldwin	1902	21277	Conv., 12-12, Alb.
1127	Baldwin	1902	21297	Conv., 10-16, Alb. Scrapped, Alb., 12-20-41
1128	Baldwin	1902	21305	Conv., 12-21, Top.
1129	Baldwin	1902	21306	Conv., 1-17, Alb.
1130	Baldwin	1902	21307	Conv., 10-12, Top. Sold to Purdy Co., Chicago, 12-21-47. Scrapped 12-31-47
1131	Baldwin	1902	21361	Conv., 6-13, Alb. Scrapped, Cleb., 4-3-48
1132	Baldwin	1902	21401	Conv., 12-12, Alb.
1133	Baldwin	1902	21402	Conv., 12-15, L. J.
1134	Baldwin	1902	21416	Conv., 12-16, Top.
1135	Baldwin	1903	21434	Conv., 1-18, Top.
1136	Baldwin	1903	21435	Conv., 7-14, Top. Scrapped, Shopton, 12-15-41
1137	Baldwin	1903	21491	Conv., 4-10, Top.
1138	Baldwin	1903	21497	Conv., 7-13, Top. Scrapped, Topeka, 9-19-41
1139	Baldwin	1903	21506	Conv., 11-18, Top.
1140	Baldwin	1903	21521	Conv., 1-10, Top.
1141	Baldwin	1903	21534	Conv., 5-15, L. J.
1142	Baldwin	1903	21561	Conv., 8-13, L. J. Scrapped, La Junta, 6-19-40
1143	Baldwin	1903	21616	Conv., 2-10, Top. Sold to Purdy Co., Chicago, 12-28-47. Scrapped 12-31-47
1144	Baldwin	1903	21617	Conv., 9-16, Top. Scrapped, Topeka, 8-13-40
1145	Baldwin	1903	21644	Conv., 2-18, L. J. Scrapped, Albuquerque, 1-24-42
1146	Baldwin	1903	21661	Conv., 10-13, Alb.
1147	Baldwin	1903	21662	Conv., 4-11, Alb. Scrapped, Cleburne, 3-8-48
1148	Baldwin	1903	21674	Conv., 2-19, Top.
1149	Baldwin	1903	21707	Conv., 12-15, Alb.
1150	Baldwin	1903	21708	Conv., 10-12, Alb.
1151	Baldwin	1903	21773	Conv., 1-12, Top.
1152	Baldwin	1903	21822	Conv., 1-15, Top.

(Note: Members of the 1000, 1015 and 1050 Classes were originally equipped with Stephenson valve gear, later replaced by Baker and Walschaert gear)

(Nos. 1153-1156 vacant)

1157 CLASS. 2-6-6-2

Mallet articulated compound fitted with flexible or jointed boiler. The one engine in this class was constructed in 1910 at the Topeka Shop from two 1050 Class engines, No. 1051 as high pressure unit and No. 1125 as low pressure unit. In 1924 engine 1157 was dismantled. engine 1051 being restored to its original status, with engine 1125, the low pressure unit, being scrapped.

1157 A. T. & S. F. Ry. 1910 24&38x28-69-304000-370200-195-62400

1158 CLASS. 2-6-6-2

Mallet articulated compound fitted with jointed boiler. The two locomotives in this class were originally numbered 1170 and 1171. Dimensions:

24&34x28-69-317300-392200-220-66400

1158	1170	Baldwin	1910	34862	Scrapped, Albuquerque, 7-11-29
1159	1171	Baldwin	1910	34863	Scrapped, Albuquerque, 12-3-27

1160 CLASS. 2-6-6-2

Mallet articulated compound fitted with rigid boiler. Dimensions:

24&34x28-69-304300-370200-220-66400

1160	Baldwin	1910	35617	Scrapped, Alb., 10-31-28
1161	Baldwin	1910	35618	Scrapped, Alb., 8-31-29
1162	Baldwin	1910	35619	Scrapped, Alb., 10-26-29
1163	Baldwin	1910	35620	Scrapped, Alb., 12-3-31
1164	Baldwin	1910	35680	Scrapped, Top., 3-16-33
1165	Baldwin	1910	35681	Scrapped, Alb., 5-6-29
1166	Baldwin	1910	35727	Scrapped, Top., 3-16-32
1167	Baldwin	1910	35728	Scrapped, Top., 7-18-32
1168	Baldwin	1910	35729	Scrapped, Alb., 2-4-29
1169	Baldwin	1910	35730	Scrapped, Alb., 5-31-29

1170 CLASS. Same as 1160 Class

1170	Baldwin	1910	35182	Scrapped, Alb., 2-9-29
1171	Baldwin	1910	35183	Scrapped, Alb., 6-30-31
1172	Baldwin	1910	34864	Scrapped, Alb., 11-3-31
1173	Baldwin	1910	34971	Scrapped, Top., 5-17-33
1174	Baldwin	1910	34972	Scrapped, Alb., 12-17-31
1175	Baldwin	1910	34973	Scrapped, Top., 8-9-32
1176	Baldwin	1910	35000	Scrapped, Top., 3-13-34
1177	Baldwin	1910	35041	Scrapped, Alb., 4-30-29
1178	Baldwin	1910	35042	Scrapped, Top., 2-21-30
1179	Baldwin	1910	35043	Scrapped, Alb., 9-24-28
1180	Baldwin	1910	35044	Scrapped, Top., 1-11-32
1181	Baldwin	1910	35045	Scrapped, Alb., 9-24-28
1182	Baldwin	1910	35090	Scrapped, Alb., 3-31-30
1183	Baldwin	1910	35091	Scrapped, Alb., 7-20-31
1184	Baldwin	1910	35092	Scrapped, Alb., 2-23-29
1185	Baldwin	1910	35093	Scrapped, Top., 8-23-33
1186	Baldwin	1910	35135	Scrapped, Alb., 12-31-28
1187	Baldwin	1910	35136	Scrapped, Alb., 4-14-30

1188	Baldwin	1910	35137	Scrapped, Top., 1-23-33
1189	Baldwin	1910	35173	Scrapped, Alb., 9-29-31
1190	Baldwin	1910	35174	Scrapped, Alb., 2-26-29
1191	Baldwin	1910	35175	Scrapped, Top., 5-15-31
1192	Baldwin	1910	35176	Scrapped, Alb., 6-12-29
1193	Baldwin	1910	35177	Scrapped, Top., 12-28-31
1194	Baldwin	1910	35178	Scrapped, Top., 9-26-32
1195	Baldwin	1910	35179	Scrapped, Alb., 6-29-29
1196	Baldwin	1910	35180	Scrapped, Alb., 11-23-31
1197	Baldwin	1910	35181	Scrapped, Alb., 5-22-29

(Nos. 1198-1199 vacant)

1200 CLASS. 4-6-2. 22½x28-79-147400-216100-220-34960

Nos. 1206 and 1211 have 200# steam and 33300# T. F.

Nos. 1207, 1210, 1214 and 1215 were rebuilt to 2-6-2 type with 69" drivers, weight 180300-272900, 225# steam and 42900# T. F. Cylinder dimensions were unchanged.

Note: The 1200 class, as built, had 22½" cylinders and 220 lbs. steam. They came equipped with piston valve cylinders and Stephenson valve gear. In 1915-1916, they were superheated and had 23½" cylinders and Baker valve gear applied. No. 1206 was equipped with an experimental booster in 1921, probably the first to be tried on the Santa Fe.

1200	Baldwin	1903	22628	Scrapped, Alb., 7-13-40
1201	Baldwin	1903	22629	Scrapped, Alb., 6-17-40
1202	Baldwin	1903	22630	Scrapped, Alb., 8-10-40
1203	Baldwin	1903	22664	Scrapped, Alb., 5-29-40
1204	Baldwin	1903	22772	Scrapped, L. J., 3-15-40
1205	Baldwin	1903	22779	Scrapped, Alb., 8-20-40
1206	Baldwin	1903	22792	Scrapped, Alb., 7-11-40
1207	Baldwin	1903	22801	Reblt. to 2-6-2, Topeka, 9-1929
1208	Baldwin	1903	22822	Scrapped, L. J., 7-9-40
1209	Baldwin	1903	22852	Scrapped, L. J., 7-31-40
1210	Baldwin	1903	22878	Reblt. to 2-6-2, La Junta, 3-1930
1211	Baldwin	1903	22889	Sold, Hyman-Michaels, 1-19-48, Chicago, scrapped 2-6-48
1212	Baldwin	1903	22911	
1213	Baldwin	1903	22918	Scrapped, Alb., 5-11-40
1214	Baldwin	1903	22941	Reblt. to 2-6-2, Topeka, 11-1932
1215	Baldwin	1903	22976	Reblt. to 2-6-2, Alb., 5-1930
1216	Baldwin	1903	22991	Scrapped, 4-15-39, La Junta
1217	Baldwin	1903	23008	Scrapped, L. J., 5-17-40
1218	Baldwin	1903	23018	
1219	Baldwin	1903	23029	Scrapped, Top., 4-3-39
1220	Baldwin	1903	23055	Scrapped, Alb., 6-7-40
1221	Baldwin	1903	23066	Scrapped, Alb., 8-17-40
1222	Baldwin	1903	23126	Sold, Purdy Co., Chicago, 1-19-48. Scrapped 1-24-48
1223	Baldwin	1903	23136	Scrapped, Alb., 7-15-40
1224	Baldwin	1903	23143	Scrapped, Alb., 8-29-40
1225	Baldwin	1903	23158	Scrapped, Alb., 8-27-40

1226 CLASS. 4-6-2

Originally four-cyl. balanced compound. Dimensions:

17&28x28-73-151900-226700-220-32800

Certain members were rebuilt to simple engines; the remainder were scrapped as compound engines without rebuilding. Dimensions on those converted are:

(A) 23½x28-73-166300-256900-200-36000
(B) 23½x28-73-162700-244280-200-36000

1226	Baldwin	1905	26212	(A)	Conv., S. B., 5-25. Sold, Purdy Co., Chicago, 1-19-48. Scrapped 1-24-48
1227	Baldwin	1905	26217	(B)	Conv., S. B., 3-18. Scrapped, S. B., 10-20-36
1228	Baldwin	1905	26218	(B)	Conv., S. B., 3-22. Scrapped, Cleb., 9-20-40
1229	Baldwin	1905	26219	(B)	Conv., S. B., 1-25. Scrapped, Rich., 2-14-39
1230	Baldwin	1905	26250	(A)	Conv., S. B., 6-22
1231	Baldwin	1905	26251	(A)	Conv., S. B., 4-24
1232	Baldwin	1905	26268		Scrapped, S. B., 6-8-32
1233	Baldwin	1905	26284		Scrapped, S. B., 11-4-32
1234	Baldwin	1905	26301		Scrapped, Calwa, 7-11-34
1235	Baldwin	1905	26312	(A)	Conv., S. B., 8-24. Scrapped, S. B., 9-1947
1236	Baldwin	1905	26327	(A)	Conv., S. B., 3-23
1237	Baldwin	1905	26342		Scrapped, S. B., 1-28-32
1238	Baldwin	1905	26370		Scrapped, S. B., 11-23-34
1239	Baldwin	1905	26417	(A)	Conv., S. B., 4-22
1240	Baldwin	1905	26434	(A)	Conv., S. B., 1-22
1241	Baldwin	1905	26435	(A)	Conv., S. B., 3-23
1242	Baldwin	1905	26451	(B)	Conv., S. B., 8-23. Scrapped, S. B., 7-17-40
1243	Baldwin	1905	26463	(B)	Conv., S. B., 5-23. Scrapped, Calwa, 7-20-40
1244	Baldwin	1905	26464		Scrapped, S. B., 12-11-34
1245	Baldwin	1905	26484	(B)	Conv., S. B., 9-23. Scrapped, S. B., 7-20-40
1246	Baldwin	1905	26485	(A)	Conv., S. B., 6-23
1247	Baldwin	1905	26491		Scrapped, S. B., 9-26-34
1248	Baldwin	1905	26492		Scrapped, Calwa, 11-8-34
1249	Baldwin	1905	26505		Scrapped, Calwa, 11-30-34
1250	Baldwin	1905	26506		Scrapped, Calwa, 10-19-34
1251	Baldwin	1905	26533		Scrapped, Calwa, 12-22-34
1252	Baldwin	1905	26553		Scrapped, Calwa, 9-29-34
1253	Baldwin	1905	26572	(A)	Conv., Top., 10-20
1254	Baldwin	1905	26629		Scrapped, S. B., 8-4-33
1255	Baldwin	1905	26721	(A)	Conv., S. B., 2-24
1256	Baldwin	1906	28033	(A)	Conv., S. B., 5-25
1257	Baldwin	1906	28035	(A)	Conv., S. B., 10-21
1258	Baldwin	1906	28067	(A)	Conv., S.B., 2-24
1259	Baldwin	1906	28081	(B)	Conv., Alb., 4-25
1260	Baldwin	1906	28147	(A)	Conv., Cleb., 9-21. Scrapped, Cleburne, 8-1947
1261	Baldwin	1906	28200	(A)	Conv., S. B., 10-23
1262	Baldwin	1906	28215	(A)	Conv., S. B., 3-22
1263	Baldwin	1906	28322	(A)	Conv., S. B., 7-24
1264	Baldwin	1906	27981	(A)	Conv., S. B., 9-24
1265	Baldwin	1906	27994	(A)	Conv., S. B., 11-20
1266	Baldwin	1906	28009	(B)	Conv., Cleb., 8-22

(Nos. 1267-1269 vacant)

1270 CLASS. 4-6-2. 23½x28-73-167500-262600-210-37800

Originally had 25x28" cyls., 170# steam and smokebox superheater.

1270	Baldwin	1909	34000	Scrapped, La Junta, 11-29-41
1271	Baldwin	1909	34001	Scrapped, Albuquerque, 8-3-40
1272	Baldwin	1909	34002	
1273	Baldwin	1909	34031	Scrapped, Albuquerque, 4-30-40
1274	Baldwin	1909	34032	
1275	Baldwin	1909	34033	
1276	Baldwin	1909	34034	
1277	Baldwin	1909	34050	Scrapped, Cleburne, 9-3-40
1278	Baldwin	1910	34068	Scrapped, Cleburne, 9-13-40
1279	Baldwin	1910	34069	
1280	Baldwin	1910	34070	

1281	Baldwin	1910	34071		
1282	Baldwin	1910	34072		
1283	Baldwin	1910	34098		
1284	Baldwin	1910	34099		
1285	Baldwin	1910	34100		Scrapped, La Junta, 12-20-41
1286	Baldwin	1910	34101		Scrapped, Cleburne. 9-6-40
1287	Baldwin	1910	34102		
1288	Baldwin	1910	34175		Scrapped, Cleburne, 9-25-40
1289	Baldwin	1910	34176		Scrapped, Cleburne, 11-29-41

1290 CLASS. Same as 1270 Class

1290	Baldwin	1908	32164		
1291	Baldwin	1908	32178		
1292	Baldwin	1908	32224		Scrapped, Cleburne, 5-24-39
1293	Baldwin	1908	32263		
1294	Baldwin	1908	32264		Scrapped, Cleburne, 9-18-40
1295	Baldwin	1908	32265		Scrapped, La Junta, 2-24-39
1296	Baldwin	1908	32281		Scrapped, Cleburne, 9-26-40

1297 CLASS. 4-6-2. Same as 1270 Class, except weight

(A) 150500-240550 (B) 164000-277000 (C) 165000-280000

1297	Baldwin	1910	35606	(A)	Scrapped, San Bdno., 6-27-40
1298	Baldwin	1910	35607	(A)	Scrapped, San Bdno., 12-27-35
1299	Baldwin	1910	35608	(A)	Scrapped, Calwa, 1-31-38
1300	Baldwin	1910	35682	(B)	Scrapped, San Bdno., 9-21-40
1301	Baldwin	1910	35683	(B)	
1302	Baldwin	1910	35604	(A)	Scrapped, La Junta, 5-13-35
1303	Baldwin	1910	35605	(A)	Scrapped, La Junta, 8-31-35
1304	Baldwin	1910	35684	(C)	Scrapped, San Bdno., 6-28-40
1305	Baldwin	1910	35731	(C)	
1306	Baldwin	1910	35732	(C)	
1307	Baldwin	1910	35733	(C)	Scrapped, San Bdno., 9-26-40
1308	Baldwin	1910	35734	(C)	

(Note: Engines of the 1297 Class were built with two steam domes)

1309 CLASS. 4-6-2

Originally four-cyl. balanced compound with two steam domes. Dimensions, as built, were:

17½&29x28-73-162000-276500-210-34000

All were converted to simple engines with cyls. 23½x28", steam 220#, tractive effort 39650#. Weight: (A) 167500-277000 (B) 166400-280500. Driving wheel diameter remained at 73".

1309	Baldwin	1911	37310	(A)	Conv., Clovis, 4-23
1310	Baldwin	1911	37311	(B)	Conv., L. J., 10-22
1311	Baldwin	1911	37315	(A)	Conv., Clovis, 1-23
1312	Baldwin	1911	37316	(A)	Conv., Clovis, 11-22
1313	Baldwin	1911	37317	(A)	Conv., Clovis, 9-22. Scrapped, Topeka, 1-25-47
1314	Baldwin	1911	37318	(B)	Conv., Clovis, 5-22. Scrapped, Alb., 9-17-41
1315	Baldwin	1911	37319	(B)	Conv., Clovis, 10-23
1316	Baldwin	1911	37332	(B)	Conv., Clovis, 3-22
1317	Baldwin	1911	37333	(A)	Conv., Clovis, 6-22
1318	Baldwin	1911	37334	(A)	Conv., Alb., 8-23
1319	Baldwin	1911	37335	(A)	Conv., Clovis, 7-23

1320	Baldwin	1911	37336	(B)	Conv., Clovis, 5-23
1321	Baldwin	1911	37337	(B)	Conv., Clovis, 1-23
1322	Baldwin	1911	37281	(B)	Conv., S. B., 12-22
1323	Baldwin	1911	37282	(B)	Conv., S. B., 2-23. Scrapped, Alb., 8-14-40
1324	Baldwin	1911	37293	(B)	Conv., S. B., 1-23
1325	Baldwin	1911	37294	(B)	Conv., S. B., 4-22
1326	Baldwin	1911	37295	(B)	Conv., Alb., 12-22
1327	Baldwin	1911	37296	(B)	Conv., Alb., 6-23. Scrapped, Alb., 9-30-40
1328	Baldwin	1911	37308	(B)	Conv., S. B., 6-22
1329	Baldwin	1911	37330	(A)	Conv., S. B., 1-23
1330	Baldwin	1911	37223	(A)	Conv., S. B., 11-24
1331	Baldwin	1911	37331	(A)	Conv., S. B., 6-27
1332	Baldwin	1911	37224	(A)	Conv., S. B., 8-23
1333	Baldwin	1911	37279	(A)	Conv., Alb., 12-25
1334	Baldwin	1911	37280	(A)	Conv., S. B., 10-23
1335	Baldwin	1911	37309	(B)	Conv., L. J., 6-23. Scrapped, Alb., 8-24-40
1336	Baldwin	1911	37324	(B)	Conv., L. J., 12-23. Scrapped, Alb., 9-4-40

1337 CLASS. 4-6-2

Originally four-cyl. balanced compound. Dimensions same as 1309 Class except weight, 163000-271700. Converted to simple engines with same dimensions as the rebuilt 1309 Class except weights, which are:

(A) 166200-280500 (B) 177500-292400 (C) 167100-282900

1337	Baldwin	1912	37780	(A)	Conv., S. B., 3-27
1338	Baldwin	1912	37781	(A)	Conv., S. B., 2-24
1339	Baldwin	1912	37782	(A)	Conv., S. B., 6-24
1340	Baldwin	1912	37783	(A)	Conv., S. B., 1-23
1341	Baldwin	1912	37784	(A)	Conv., S. B., 3-23
1342	Baldwin	1912	37859	(A)	Conv., S. B., 9-22
1343	Baldwin	1912	37860	(A)	Conv., S. B., 7-27. Scrapped, S. B., 6-25-40
1344	Baldwin	1912	37861	(A)	Conv., S. B., 5-22
1345	Baldwin	1912	37862	(A)	Conv., S. B., 6-25
1346	Baldwin	1912	37863	(A)	Conv., S. B., 12-26
1347	Baldwin	1912	37864	(B)	Conv., L. J., 1-23
1348	Baldwin	1912	37865	(A)	Conv., L. J., 6-23
1349	Baldwin	1912	37866	(C)	Conv., L. J., 11-22
1350	Baldwin	1912	37878	(A)	Conv., L. J., 10-23
1351	Baldwin	1912	37889	(C)	Conv., Alb., 4-23
1352	Baldwin	1912	37890	(B)	Conv., L. J., 5-22
1353	Baldwin	1912	37891	(A)	Conv., L. J., 3-24. Scrapped, Cleburne, 2-26-40
1354	Baldwin	1912	37934	(A)	Conv., Alb., 12-22
1355	Baldwin	1912	37935	(A)	Conv., Alb., 2-24
1356	Baldwin	1912	37936	(A)	Conv., Alb., 7-23. Scrapped, Topeka, 7-1947
1357	Baldwin	1913	39478	(A)	Conv., Alb., 3-23
1358	Baldwin	1913	39479	(B)	Conv., L. J., 12-22
1359	Baldwin	1913	39480	(A)	Conv., L. J., 10-23
1360	Baldwin	1913	39481	(C)	Conv., L. J., 1-24. Scrapped, La Junta, 8-24-40
1361	Baldwin	1913	39482	(A)	Conv., Alb., 11-23. Scrapped, La Junta, 8-30-40
1362	Baldwin	1913	39483	(B)	Conv., Alb., 5-22
1363	Baldwin	1913	39561	(A)	Conv., Alb., 1-23
1364	Baldwin	1913	39562	(A)	Conv., Alb., 7-23
1365	Baldwin	1913	39563	(C)	Conv., S. B., 11-22. Scrapped, 12-17-38, Alb.
1366	Baldwin	1913	39564	(C)	Conv., Alb., 4-24. Scrapped, Alb., 7-23-40
1367	Baldwin	1913	39565	(A)	Conv., S. B., 3-23
1368	Baldwin	1913	39566	(A)	Conv., Alb., 11-25
1369	Baldwin	1913	39567	(A)	Conv., S. B., 11-23

1370	Baldwin	1913	39568	(A)	Conv., S. B., 2-22
1371	Baldwin	1913	39666	(A)	Conv., S. B., 5-22
1372	Baldwin	1913	39569	(A)	Conv., Alb., 1-25
1373	Baldwin	1913	39570	(A)	Conv., S. B., 6-22
1374	Baldwin	1913	39571	(A)	Conv., S. B., 3-23
1375	Baldwin	1913	39572	(A)	Conv., S. B., 1-23
1376	Baldwin	1913	39573	(A)	Conv., S. B., 9-26
1377	Baldwin	1913	39574	(C)	Conv., Alb., 5-23. Scrapped, Alb., 9-7-40
1378	Baldwin	1913	39575	(A)	Conv., S. B., 10-22
1379	Baldwin	1913	39667	(A)	Conv., S. B., 3-23
1380	Baldwin	1913	39576	(A)	Conv., Top., 1-23. Scrapped, Cleburne, 8-9-40
1381	Baldwin	1913	39577	(A)	Conv., Top., 8-23
1382	Baldwin	1913	39578	(A)	Conv., Top., 1-23
1383	Baldwin	1913	39579	(A)	Conv., Top., 3-23
1384	Baldwin	1913	39580	(A)	Conv., Top., 4-23. Scrapped, Cleburne, 9-12-40
1385	Baldwin	1913	39581	(A)	Conv., Top., 12-22
1386	Baldwin	1913	39582	(A)	Conv., Top., 9-23
1387	Baldwin	1913	39668	(A)	Conv., Top., 12-22. Scrapped, Topeka, 5-7-40
1388	Baldwin	1913	39669	(A)	Conv., Top., 9-23

(Nos. 1389-1397 vacant)

1398 CLASS. 4-6-2. 23½x28-73-161270-283324-220-39650

The two locomotives of this class were rebuilt from two 4-4-6-2 type Mallet articulated compound locomotives which, when built, were the largest and most powerful passenger locomotives in existence. These bore numbers 1300 and 1301 and were renumbered 1398 and 1399 ot make room for the 1297 class. Nos. 1300-1301 had cylinders 24&38x28", drivers 73", wt. on drivers 268000# and weight of total engine 376850#. They were rebuilt to 4-6-2 type at Topeka Shop in 1915. They originally carried 200# steam, with a tractive effort of 53700#.

1398	1300	Baldwin	1909	33708	Reblt., Top., 8-15
1399	1301	Baldwin	1909	33776	Reblt., Top., 10-15

1400 CLASS. 4-4-2

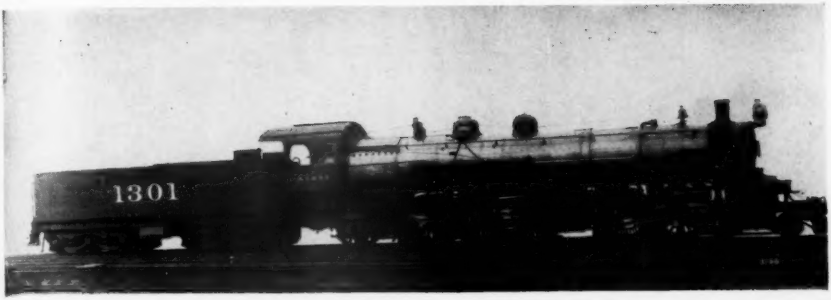
Originally four-cyl. balanced compound. Dimensions:

Nos. 1400-1407 were 15&25x26-79-99200-201500-220-22200
Nos. 1408-1451 were 15&25x26-79-113700-204100-220-22200

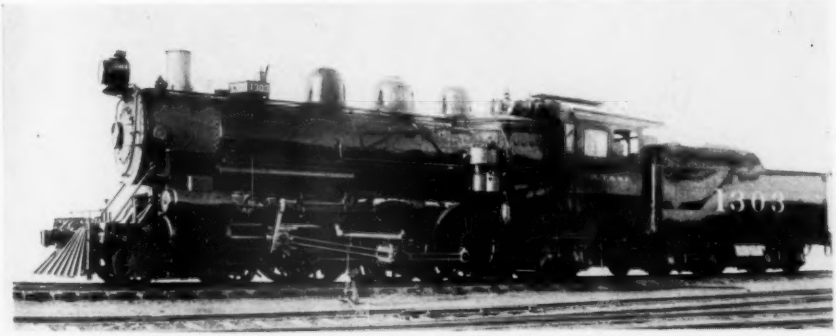
Certain members of the group were rebuilt to simple engines with 22x26" cylinders, the others being dismantled without change. Boilers of several of the group were transferred to certain members of the rebuilt 729 Class. Dimensions to which the 1400 Class were rebuilt are:

(A) 22x26-79-123500-235200-200-27100
(B) 22x26-73-119200-224500-200-29400
(C) 22x26-73-122200-231800-200-29400
(D) 22x26-79-122900-236800-200-27100

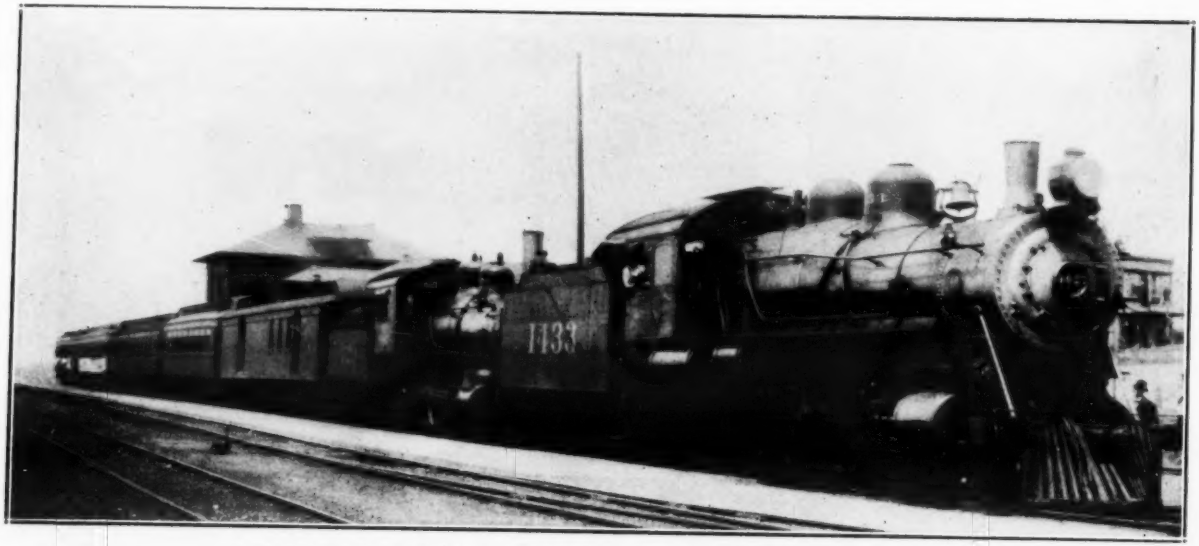
1400	Baldwin	1905	26110	Scrapped, Topeka, 10-15-28
1401	Baldwin	1905	26118	Scrapped, Topeka, 8-21-28
1402	Baldwin	1905	26120	Scrapped, Topeka, 11-3-26. Boiler to No. 750
1403	Baldwin	1905	26121	Scrapped, Topeka, 10-12-28. Boiler to No. 730
1404	Baldwin	1905	26153	Scrapped, La Junta, 6-19-29. Boiler to No. 824
1405	Baldwin	1905	26180	Scrapped, Topeka, 11-18-29
1406	Baldwin	1905	26194	Scrapped, Albuquerque, 12-29-26
1407	Baldwin	1905	26202	Scrapped, La Junta, 1-18-28. Boiler to No. 729
1408	Baldwin	1906	27593	Scrapped, La Junta, 5-10-29. Boiler to No. 757



A. T. & S. F. #1301—Baldwin #33776 1909. Mallet compound designed for passenger service—Rebuilt Oct., 1915, to 4-6-2 type #1399. When built, was largest and most powerful locomotive ever constructed for passenger service.



A. T. & S. F. #1303—Baldwin 1910 #35605. Note two steam domes. Scrapped, La Junta, Colo., 8/31/35. Photo in 1910.



A. T. & S. Fe Nos. 1433 and 429, Baldwin 1907 and Dickson 1897 at Guthrie, Okla., 1918.

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1409	Baldwin	1906	27594	Scrapped, La Junta, 5-22-29
1410	Baldwin	1906	27622	Scrapped, Topeka, 12-5-29. Boiler to No. 747
1411	Baldwin	1906	27623	Scrapped, La Junta, 10-9-29
1412	Baldwin	1906	27624	Scrapped, Albuquerque, 11-17-27
1413	Baldwin	1906	27754	(A) Conv., S. B., 1-27
1414	Baldwin	1906	27767	Scrapped, Topeka, 12-28-29. Boiler to No. 738
1415	Baldwin	1906	27797	(B) Conv., S. B., 1-28. Scrapped, S. B., 4-12-40
1416	Baldwin	1906	27798	(A) Conv., S. B., 3-27
1417	Baldwin	1906	27819	(B) Conv., S. B., 11-27. Scrapped, S. B., 4-29-39
1418	Baldwin	1906	27820	Scrapped, La Junta, 4-11-29
1419	Baldwin	1906	27837	Scrapped, Albuquerque, 5-28-28
1420	Baldwin	1906	27842	(B) Conv., S. B., 12-26
1421	Baldwin	1906	27843	Scrapped, Albuquerque, 11-27-27. Boiler to No. 783
1422	Baldwin	1906	27844	Scrapped, Albuquerque, 7-6-28
1423	Baldwin	1906	27918	Scrapped, Albuquerque, 7-25-28
1424	Baldwin	1906	27963	Scrapped, Albuquerque, 9-29-28
1425	Baldwin	1906	28011	(C) Conv., Topeka, 9-28
1426	Baldwin	1906	28109	Scrapped, Albuquerque, 7-31-28
1427	Baldwin	1907	30385	Scrapped, Albuquerque, 11-8-27
1428	Baldwin	1907	30386	(B) Conv., L. J., 11-27. Scrapped, Topeka, 6-26-39
1429	Baldwin	1907	30399	Scrapped, La Junta, 2-19-29
1430	Baldwin	1907	30423	Scrapped, Albuquerque, 5-3-28
1431	Baldwin	1907	30430	(C) Conv., Topeka, 9-28
1432	Baldwin	1907	30439	Scrapped, 2-16-29. Boiler to No. 787
1433	Baldwin	1907	30462	Scrapped, Topeka, 12-29-28
1434	Baldwin	1907	30579	Scrapped, Topeka, 10-7-26
1435	Baldwin	1907	30599	Scrapped, Topeka, 3-30-29. Boiler to No. 737
1436	Baldwin	1907	30652	Scrapped, La Junta, 6-15-29
1437	Baldwin	1907	30653	Scrapped, La Junta, 3-28-29. Boiler to No. 797
1438	Baldwin	1907	30731	Scrapped, La Junta, 5-25-26
1439	Baldwin	1907	30732	Scrapped, La Junta, 5-22-29. Boiler to No. 803
1440	Baldwin	1907	30733	(D) Conv., Alb., 11-26. Scrapped, Topeka, 6-19-39
1441	Baldwin	1907	30746	Scrapped, Albuquerque, 7-31-26
1442	Baldwin	1907	30747	(A) Conv., Alb., 10-26. Scrapped, Alb., 1-19-44
1443	Baldwin	1907	30784	Scrapped, Topeka, 1-19-27
1444	Baldwin	1907	30794	(C) Conv., Topeka, 2-29. Scrapped, Topeka, 6-18-40
1445	Baldwin	1907	30814	Scrapped, Topeka, 6-21-26
1446	Baldwin	1907	30815	(C) Conv., Topeka, 1-29. Scrapped, Shopton, 9-1-44
1447	Baldwin	1907	30463	(B) Conv., Topeka, 5-28. Scrapped, Topeka, 7-13-40
1448	Baldwin	1907	30464	Scrapped, Albuquerque, 6-30-26
1449	Baldwin	1907	30465	Scrapped, Topeka, 4-11-29
1450	Baldwin	1907	30466	Scrapped, Topeka, 12-21-27
1451	Baldwin	1907	30598	Scrapped, Topeka, 8-10-29

1452 CLASS. 4-4-2

Originally four-cyl. balanced compound. Dimensions:

15&25x26-79-115000-220795-220-22200

Data for conversion same as for 1400 class.

1452	Baldwin	1909	33861	Scrapped, Topeka, 7-21-28
1453	Baldwin	1909	33862	(A) Conv., Topeka, 1-23
1454	Baldwin	1909	33863	Scrapped, Topeka, 11-19-28
1455	Baldwin	1909	33864	Scrapped, Clovis, 3-13-24
1456	Baldwin	1909	33865	(C) Conv., Alb., 2-29. Scrapped, Topeka, 5-31-40
1457	Baldwin	1909	33866	(D) Conv., Alb., 9-26. Scrapped, Alb., 1943
1458	Baldwin	1909	33881	(C) Conv., S. B., 2-28

1459	Baldwin	1909	33882	Scrapped, Alb., 5-16-28
1460	Baldwin	1909	33899	(C) Conv., Alb., 12-28. Scrapped, Topeka, 8-10-40
1461	Baldwin	1909	33900	Scrapped, Alb., 7-26-28. Boiler to No. 752
1462	Baldwin	1909	33901	(C) Conv., S. B., 12-27
1463	Baldwin	1909	33902	Scrapped, Albuquerque, 11-30-27
1464	Baldwin	1909	33903	Scrapped, Topeka, 9-19-28
1465	Baldwin	1909	33904	Scrapped, San Bdno., 11-5-26
1466	Baldwin	1909	33905	(C) Conv., S. B., 11-26. Scrapped, S. B., 6-22-40
1467	Baldwin	1909	33906	Scrapped, Calwa, 2-21-29
1468	Baldwin	1909	33946	(A) Conv., S. B., 2-27
1469	Baldwin	1909	33947	Scrapped, Bakersfield, 3-12-29
1470	Baldwin	1910	34084	(C) Conv., Alb., 10-27. Scrapped, Alb., 8-2-40
1471	Baldwin	1910	34085	Scrapped, Albuquerque, 11-8-27
1472	Baldwin	1910	34086	(C) Conv., Alb., 12-28. Scrapped, Shopton, 6-2-44
1473	Baldwin	1910	34087	(A) Conv., Alb., 8-26
1474	Baldwin	1910	34106	Scrapped, Albuquerque, 12-28-26
1475	Baldwin	1910	34107	(D) Conv., Topeka, 4-26. Scrapped, Alb., 8-14-40
1476	Baldwin	1910	34108	Scrapped, Albuquerque, 11-13-28
1477	Baldwin	1910	34109	(D) Conv., Alb., 10-26. Scrapped, Alb., 1943
1478	Baldwin	1910	34138	(C) Conv., Alb., 9-27. Scrapped, Alb., 1943
1479	AT&SF Ry	1910		Scrapped, Topeka, 5-1-29. When built, had original Baker-Pilliod valve gear, later replaced by Baker gear.

1480 CLASS. 4-4-2

Originally four-cyl. balanced compound. Dimensions:

15&25x26-73-112000-231675-220-24000

These engines had a long front end containing a smokebox superheater and reheater with a forward dome to which the steam pipes had an outside connection. They were equipped with an unusual form of outside valve gear. Due to their ungainly appearance they were popularly known as "Bull Mooses." When rebuilt and converted to simple engines, the greatly shortened front end necessitated connecting the main rod to the second pair of drivers. Some members were scrapped without rebuilding. Dimensions of those converted and rebuilt are:

22x26-73-118100-229500-200-29400

1480	Baldwin	1910	35353	Scrapped, Topeka, 12-28-26
1481	Baldwin	1910	35354	Scrapped, Topeka, 11-15-26
1482	Baldwin	1910	35355	Conv., Topeka, 1-29. Scrapped, Topeka, 7-19-40
1483	Baldwin	1910	35356	Conv., La Junta, 11-28
1484	Baldwin	1910	35357	Conv., Topeka, 11-28. Scrapped, 1-6-39
1485	Baldwin	1910	35358	Conv., Topeka, 10-28. Scrapped, Alb., 6-29-40
1486	Baldwin	1910	35359	Scrapped, Topeka, 2-14-27
1487	Baldwin	1910	35360	Conv., Topeka, 1-29.
1488	Baldwin	1910	35361	Conv., Topeka, 12-28
1489	Baldwin	1910	35362	Scrapped, Topeka, 6-5-29
1490	Baldwin	1910	35363	Conv., Topeka, 12-28. Scrapped, Topeka, 7-20-40
1491	Baldwin	1910	35364	Conv., Topeka, 9-27
1492	Baldwin	1910	35528	Conv., Topeka, 11-28
1493	Baldwin	1910	35529	Conv., Topeka, 11-28. Scrapped, Topeka, 6-21-40
1494	Baldwin	1910	35530	Scrapped, Topeka, 5-24-29
1495	Baldwin	1910	35531	Conv., Topeka, 9-27. Scrapped, Cleburne, 9-18-41
1496	Baldwin	1910	35532	Conv., Topeka, 11-27
1497	Baldwin	1910	35533	Conv., Topeka, 10-27. Scrapped, Alb., 7-18-40
1498	Baldwin	1910	35534	Conv., Topeka, 11-27
1499	Baldwin	1910	35535	Scrapped, Topeka, 10-15-27

1500	Baldwin	1910	35536	Conv., Alb., 3-29. Scrapped, Cleburne, 9-27-41
1501	Baldwin	1910	35537	Scrapped, Topeka, 2-23-27
1502	Baldwin	1910	35538	Scrapped, Topeka, 12-4-26

(Nos. 1503-1549 vacant)

1550 CLASS. 4-4-2

Originally four-cyl. balanced compound. This group was originally numbered 1450-1461 and was renumbered 1550-1561 as of April 1, 1907. Dimensions, as built, were as follows:

Nos. 1550-1556, 15&25x26-73-99200-201500-220-24000
Nos. 1557-1561, 15&25x26-73-113700-204100-220-24000

Those rebuilt simple were given same dimensions as the rebuilt members of the 1400 Class.

1550	1450	Baldwin	1905	26009	(C) Conv., Alb., 3-29
1551	1451	Baldwin	1905	26015	Scrapped, Alb., 11-30-28
1552	1452	Baldwin	1905	26030	Scrapped, Alb., 1-12-28
1553	1453	Baldwin	1905	26049	Scrapped, Alb., 11-17-27
1554	1454	Baldwin	1905	26089	(B) Conv., Alb., 2-27
1555	1455	Baldwin	1905	26099	Scrapped, Topeka, 3-21-30. Boiler to No. 739
1556	1456	Baldwin	1905	26104	(B) Conv., Alb., 12-27. Scrapped, Alb., 8-23-40
1557	1457	Baldwin	1906	27625	Scrapped, Topeka, 6-25-25
1558	1458	Baldwin	1906	27664	Scrapped, Topeka, 9-25-29
1559	1459	Baldwin	1906	27689	Scrapped, Topeka, 1-29-29
1560	1460	Baldwin	1906	27690	Scrapped, Topeka, 10-29-28
1561	1461	Baldwin	1906	27704	Scrapped, Topeka, 12-8-28

(Nos. 1562-1599 vacant)

1600 CLASS. 2-10-2

Originally four-cyl. tandem compound. Dimensions:

19&32x32-57-234580-287240-225-62800

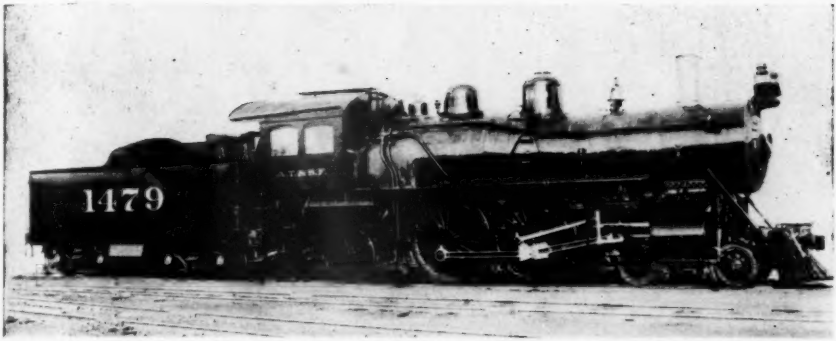
All were converted to simple engines by removing the high pressure cylinders and bushing the low pressure cylinders to 28x32". Working pressure was changed to 200#. Tractive effort, 74800#. Weights, as rebuilt, varied as follows:

(A) 280000-323300 (B) 272700-317400 (C) 253430-298040

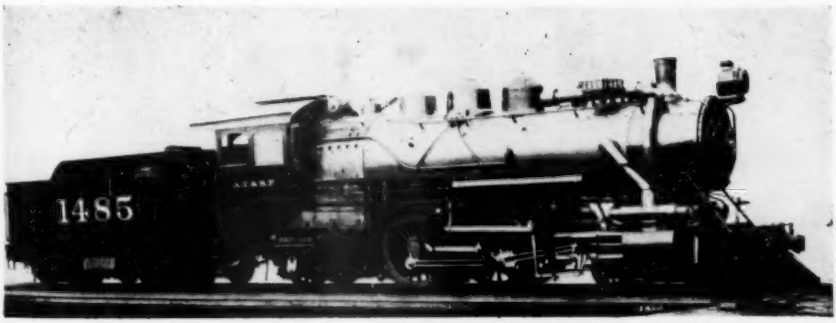
Note: Engine 1600, prior to 1913, had the high pressure cylinders removed, smokebox superheater applied and working pressure cut to 140#. It was then tested against compound 1600 class engines. Results must have been disappointing or inconclusive, since the high-pressure cylinders were restored, to be finally removed in 1917.

1600	Baldwin	1905	26073	(A)	Conv., Alb., 12-17
1601	Baldwin	1905	26085	(B)	Conv., Alb., 7-20
1602	Baldwin	1905	26086	(B)	Conv., Alb., 9-17. Scrapped, Cleb., 10-4-40
1603	Baldwin	1905	26111	(C)	Conv., Alb., 6-20. Scrapped, Top., 8-23-40
1604	Baldwin	1905	26117	(A)	Conv., Alb., 9-17
1605	Baldwin	1905	26152	(A)	Conv., Alb., 4-20
1606	Baldwin	1905	26166	(A)	Conv., Alb., 7-19
1607	Baldwin	1905	26183	(B)	Conv., Alb., 3-20
1608	Baldwin	1905	26229	(A)	Conv., Alb., 4-17. Scrapped, Alb., 9-30-40
1609	Baldwin	1905	26252	(B)	Conv., Alb., 3-19
1610	Baldwin	1905	26259	(B)	Conv., Alb., 6-17. Scrapped, L. J., 8-31-29
1611	Baldwin	1905	26291		Reblt., 1911, to No. 3004. Reblt. to No. 3011, 9-15
1612	Baldwin	1905	26292	(B)	Conv., Alb., 1-18. Scrapped, L. J., 9-25-29
1613	Baldwin	1905	26313	(C)	Conv., Top., 10-18. Scrapped, Top., 8-15-40

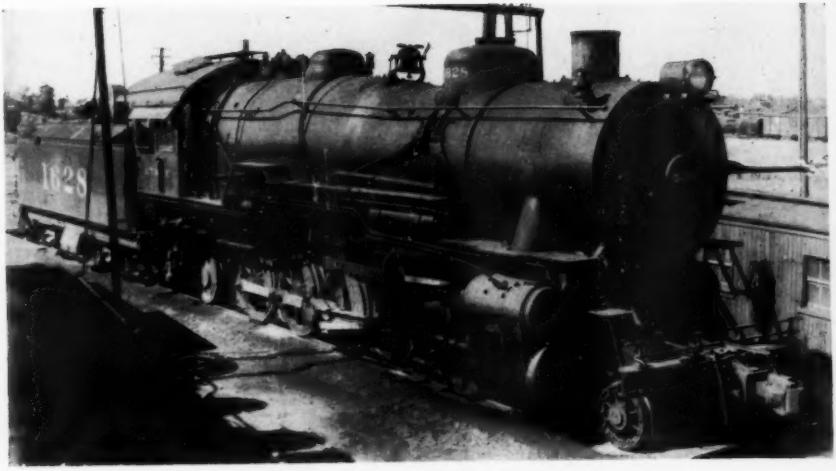
1614	Baldwin	1905	26326	(B)	Conv., Alb., 8-19	
1615	Baldwin	1905	26344	(C)	Conv., Alb., 11-18	
1616	Baldwin	1905	26351		Reblt., 1911, to No. 3002.	Reblt. to No. 3010, 7-15
1617	Baldwin	1905	26352		Reblt., 1911, to No. 3005.	Reblt. to No. 3013, 6-16
1618	Baldwin	1905	26386	(A)	Conv., Alb., 1-18	
1619	Baldwin	1905	26387	(B)	Conv., Alb., 12-18	
1620	Baldwin	1905	26443	(C)	Conv., S. B., 12-20	
1621	Baldwin	1905	26450	(B)	Conv., S. B., 10-17	
1622	Baldwin	1905	26459	(B)	Conv., Top., 4-19.	Scrapped, Cleburne, 1-29-48
1623	Baldwin	1905	26460	(B)	Conv., S. B., 5-22	
1624	Baldwin	1905	26472	(B)	Conv., Top., 10-21	
1625	Baldwin	1905	26490	(B)	Conv., S. B., 5-20	
1626	Baldwin	1905	26499	(C)	Conv., Alb., 4-18	
1627	Baldwin	1905	26528	(B)	Conv., S. B., 2-19	
1628	Baldwin	1905	26529	(B)	Conv., S. B., 2-17	
1629	Baldwin	1905	26554	(B)	Conv., S. B., 11-21	
1630	Baldwin	1905	26582	(B)	Conv., S. B., 8-23	
1631	Baldwin	1905	26761	(B)	Conv., S. B., 7-18	
1632	Baldwin	1905	26847	(C)	Conv., S. B., 6-19.	Scrapped, S. B., 9-24-40
1633	Baldwin	1905	26854	(B)	Conv., L. A., 5-17	
1634	Baldwin	1905	26873	(B)	Conv., Top., 12-21	
1635	Baldwin	1905	26920	(C)	Conv., S. B., 11-20.	Scrapped, S. B., 9-3-40
1636	Baldwin	1905	26930	(B)	Conv., S. B., 7-23	
1637	Baldwin	1905	26949	(C)	Conv., Top., 11-21.	Scrapped, S. B., 9-9-40
1638	Baldwin	1905	27046	(B)	Conv., S. B., 2-23	
1639	Baldwin	1905	27047	(C)	Conv., S. B., 3-19.	Scrapped, S. B., 3-31-39
1640	Baldwin	1906	27795	(B)	Conv., S. B., 1-22	
1641	Baldwin	1906	27807	(B)	Conv., Top., 12-22	
1642	Baldwin	1906	27830	(B)	Conv., S. B., 9-17.	Scrapped, Cleb., 10-2-40
1643	Baldwin	1906	27863	(C)	Conv., S. B., 7-19.	Scrapped, S. B., 9-14-40
1644	Baldwin	1906	28021	(C)	Conv., S. B., 1-15.	Scrapped, S. B., 6-3-39
1645	Baldwin	1906	28032	(B)	Conv., S. B., 7-17	
1646	Baldwin	1906	27636	(B)	Conv., Alb., 6-17	
1647	Baldwin	1906	27637	(B)	Conv., Top., 4-18	
1648	Baldwin	1906	27705	(A)	Conv., Alb., 2-19	
1649	Baldwin	1906	27712	(A)	Conv., Alb., 3-20	
1650	Baldwin	1906	27745	(C)	Conv., Alb., 6-19.	Scrapped, Topeka, 8-2-40
1651	Baldwin	1906	27763	(A)	Conv., Alb., 8-18	
1652	Baldwin	1906	28273	(A)	Conv., Alb., 12-19	
1653	Baldwin	1906	28280	(C)	Conv., Alb., 5-17	
1654	Baldwin	1906	28433	(B)	Conv., Alb., 11-17	
1655	Baldwin	1906	28497	(B)	Conv., Alb., 3-18	
1656	Baldwin	1907	29647	(B)	Conv., Top., 11-23.	Scrapped, Cleb., 8-7-40
1657	Baldwin	1907	29694	(B)	Conv., S. B., 11-17	
1658	Baldwin	1907	29695	(B)	Conv., Alb., 11-23.	Scrapped, Cleburne, 3-18-48
1659	Baldwin	1907	29728	(B)	Conv., Alb., 9-23	
1660	Baldwin	1907	29751	(B)	Conv., S. B., 8-18	
1661	Baldwin	1907	29752	(B)	Conv., Top., 12-22	
1662	Baldwin	1907	29781	(C)	Conv., S. B., 6-18	
1663	Baldwin	1907	29782	(B)	Conv., S. B., 5-18	
1664	Baldwin	1907	29819	(B)	Conv., S. B., 9-23.	Scrapped, Alb., 9-23-40
1665	Baldwin	1907	29841	(B)	Conv., Top., 1-22	
1666	Baldwin	1907	29842	(B)	Conv., Top., 12-23	
1667	Baldwin	1907	29886	(B)	Conv., Top., 1-24	
1668	Baldwin	1907	29982	(B)	Conv., Top., 12-23	
1669	Baldwin	1907	30012	(B)	Conv., Top., 2-22	
1670	Baldwin	1907	30034	(B)	Conv., S. B., 3-23	
1671	Baldwin	1907	30035	(B)	Conv., Alb., 7-17.	Scrapped, S. B., 8-27-24
1672	Baldwin	1907	30036	(B)	Conv., Alb., 5-17	
1673	Baldwin	1907	30151	(B)	Conv., S. B., 1-22	



A. T. & S. F. #1479—Built at Topeka Shop, 1910. Four-cyl. balanced compound. Original design Baker—Pilliod valve gear. Jacobs—Shupert firebox, superheater and reheater.



A. T. & S. F. #1485—Baldwin #35358 1910. Four-cyl. balanced compound. One of the "Bull Moosers" as originally built.



A. T. & S. F. #1628—Baldwin 1905 (#26529). Rebuilt at San B'dno., 2/17. Used on Drumright run, replacing engine 951. Cushing, Okla., 6/5/38.

Courtesy of R. J. Foster

A. T. & S. F. #1791—ALCo—Schenectady #61090 1919. Formerly Norfolk & Western #2022—Purchased in 1944. Sold, 2-1-1948, to the Virginian Ry. #739.

1674 CLASS. 2-10-2

Nos. 1674-1693, 28x32-57-254782-304570-200-74800
Nos. 1694-1705, 28x32-57-258420-312060-200-74800

1674	Baldwin	1912	37955	1692	Baldwin	1912	38190
1675	Baldwin	1912	37956	1693	Baldwin	1912	38191
1676	Baldwin	1912	37957	1694	Baldwin	1913	39432
1677	Baldwin	1912	37958	1695	Baldwin	1913	39433
1678	Baldwin	1912	37976	1696	Baldwin	1913	39434
1679	Baldwin	1912	37977	1697	Baldwin	1913	39435
1680	Baldwin	1912	37978		Scrapped, Alb., 9-16-40		
1681	Baldwin	1912	37979	1698	Baldwin	1913	39436
1682	Baldwin	1912	37980	1699	Baldwin	1913	39505
1683	Baldwin	1912	38059	1700	Baldwin	1913	39506
1684	Baldwin	1912	38060		Scrapped, Alb., 9-14-40		
1685	Baldwin	1912	38061	1701	Baldwin	1913	39507
1686	Baldwin	1912	38062	1702	Baldwin	1913	39508
1687	Baldwin	1912	38063	1703	Baldwin	1913	39509
1688	Baldwin	1912	38133	1704	Baldwin	1913	39510
1689	Baldwin	1912	38134		Scrapped, Alb., 9-19-40		
1690	Baldwin	1912	38135	1705	Baldwin	1913	39511
1691	Baldwin	1912	38156	(Nos. 1706-1789 vacant)			

1790 CLASS. 2-8-8-2

Mallet articulated compound. These locomotives were purchased from the Norfolk & Western for use as helper engines to aid in moving heavy wartime traffic over the mountainous grade on the western end of the system. These locomotives were Norfolk & Western road class Y-3. All were built by the American Locomotive Company, Schenectady Works, in May, 1919. Dimensions are:

Cyls., 25&39x32"; drivers, 57"; Steam, 240#; Tractive Effort, 101470#. Wt. on drivers, 478000#; Wt. total engine, 531000#. Total heating surface, 7639 sq. ft. Grate area, 96.3 sq. ft.

Engines 1790-1791 were purchased in 1944 and engines 1782-1797 purchased in 1943.

Engine Numbers AT&SF	N&W			
1790	2021	ALCo	61089	Sold 2-1-48 to Virginian Ry. #738
1791	2022	ALCo	61090	Sold 2-1-48 to Virginian Ry. #739
1792	2015	ALCo	61083	Sold 2-15-48 to Virginian Ry. #737
1793	2026	ALCo	61094	Sold 2-15-48 to Virginian Ry. #740
1794	2014	ALCo	61082	Sold 2-1-48 to Virginian Ry. #736
1795	2029	ALCo	61097	Sold 2-15-48 to Virginian Ry. #741
1796	2035	ALCo	61103	Sold 2-1-48 to Virginian Ry. #742
1797	2042	ALCo	61110	Scrapped, Albuquerque, 8-30-47

1798 CLASS. 2-8-2. 27x32-63-244600-327000-200-63000

These locomotives were rebuilt from Nos. 1700-1701, formerly 2-8-8-2 type Mallet articulated compound, renumbered 1798-1799 in 1913 to make room for the 1674 Class. They had 26&38x34" cyls., 63" drivers, wt. on drivers, 412000#, wt. total engine, 462450#. Steam, 220#.

When first constructed, they were noteworthy as the largest and most powerful freight locomotives ever to be built.

They were rebuilt to 2-8-2 type in 1924.

1798	1700	Baldwin	1909	33868	Reblt., San Bdno., 1-24
1799	1701	Baldwin	1909	33869	Reblt., San Bdno., 2-24

1800 CLASS. 2-6-2

Originally four-cyl. balanced compound. Dimensions:

Nos. 1800-1856, 17½&29x28-69-174700-248200-225-37800
Nos. 1857-1887, 18&30x28-69-174700-248200-225-40300

All were converted to simple engines with dimensions:

(A) 25x28-69-192100-272400-200-43200
(B) 25x28-69-194100-279000-200-43200

1800	Baldwin	1906	28746	(A)	Conv., Alb., 6-26
1801	Baldwin	1906	28747	(A)	Conv., Alb., 2-27
1802	Baldwin	1906	28748	(A)	Conv., Top., 3-26
1803	Baldwin	1906	28852	(B)	Conv., Top., 10-27. Scrapped, Topeka, 8-19-40
1804	Baldwin	1906	29216	(A)	Conv., Top., 11-25
1805	Baldwin	1906	29217	(A)	Conv., Alb., 5-26
1806	Baldwin	1906	29218	(A)	Conv., Alb., 7-26
1807	Baldwin	1906	29219	(A)	Conv., Alb., 9-26
1808	Baldwin	1906	29259	(A)	Conv., Top., 1-26
1809	Baldwin	1906	29260	(A)	Conv., Top., 3-26
1810	Baldwin	1906	29281	(A)	Conv., Alb., 12-26
1811	Baldwin	1906	29288	(A)	Conv., Alb., 3-28
1812	Baldwin	1906	29289	(B)	Conv., Top., 6-27
1813	Baldwin	1906	29336	(A)	Conv., Alb., 3-28
1814	Baldwin	1906	29337	(B)	Conv., Cleb., 10-27
1815	Baldwin	1906	29356	(A)	Conv., Alb., 12-27
1816	Baldwin	1906	29384	(A)	Conv., Alb., 9-28
1817	Baldwin	1906	29385	(A)	Conv., Alb., 7-28
1818	Baldwin	1906	29395	(B)	Conv., Cleb., 10-27
1819	Baldwin	1906	29425	(B)	Conv., Cleb., 11-27
1820	Baldwin	1906	29434	(B)	Conv., Top., 10-27
1821	Baldwin	1906	29453	(B)	Conv., Top., 3-28
1822	Baldwin	1906	29520	(A)	Conv., Alb., 4-28
1823	Baldwin	1906	29521	(B)	Conv., Alb., 3-27
1824	Baldwin	1906	29522	(B)	Conv., Cleb., 12-27
1825	Baldwin	1906	29552	(B)	Conv., Alb., 1-28
1826	Baldwin	1906	29553	(B)	Conv., Top., 9-27
1827	Baldwin	1906	29594	(B)	Conv., Alb., 9-27
1828	Baldwin	1906	29595	(B)	Conv., Top., 9-27. Sold to Purdy Co., Chicago, 12-21-47. Scrapped 12-31-47
1829	Baldwin	1906	29620	(B)	Conv., Alb., 7-27
1830	Baldwin	1906	29665	(B)	Conv., L. J., 8-27
1831	Baldwin	1906	29672	(A)	Conv., Top., 12-26
1832	Baldwin	1906	29673	(B)	Conv., Top., 4-28
1833	Baldwin	1906	29711	(B)	Conv., Alb., 10-28
1834	Baldwin	1906	29783	(A)	Conv., Top., 12-27
1835	Baldwin	1906	29784	(B)	Conv., Top., 1-24
1836	Baldwin	1906	29785	(B)	Conv., Alb., 11-26
1837	Baldwin	1906	29786	(B)	Conv., Alb., 5-28
1838	Baldwin	1906	29787	(A)	Conv., Alb., 4-27
1839	Baldwin	1906	29824	(B)	Conv., Top., 11-26
1840	Baldwin	1906	29825	(A)	Conv., L. J., 3-27
1841	Baldwin	1907	29890	(A)	Conv., L. J. 10-27
1842	Baldwin	1907	29891	(A)	Conv., Alb., 11-27
1843	Baldwin	1907	29892	(A)	Conv., Alb., 3-28
1844	Baldwin	1907	29983	(A)	Conv., Alb., 11-26
1845	Baldwin	1907	30013	(A)	Conv., L. J., 1-26

1846	Baldwin	1907	30031	(A)	Conv., L. J., 5-27. Scrapped, L. J., 9-6-40
1847	Baldwin	1907	30032	(A)	Conv., L. J., 10-26. Scrapped, L. J., 6-7-40
1848	Baldwin	1907	30033	(A)	Conv., Alb., 6-28
1849	Baldwin	1907	30073	(B)	Conv., L. J., 11-26. Scrapped, Albuquerque, 8-1947
1850	Baldwin	1907	30074	(B)	Conv., L. J., 7-27
1851	Baldwin	1907	30085	(B)	Conv., Alb., 11-27. Scrapped, L. J., 9-17-40
1852	Baldwin	1907	30127	(B)	Conv., L. J., 9-27
1853	Baldwin	1907	30158	(B)	Conv., L. J., 12-27. Scrapped, Albuquerque, 8-1947
1854	Baldwin	1907	30180	(B)	Conv., Alb., 6-28
1855	Baldwin	1907	30266	(B)	Conv., L. J., 8-28
1856	Baldwin	1907	30354	(A)	Conv., Alb., 11-27
1857	Baldwin	1907	31106	(B)	Conv., L. J., 7-28
1858	Baldwin	1907	31107	(B)	Conv., Alb., 1-29
1859	Baldwin	1907	31147	(B)	Conv., L. J., 12-27
1860	Baldwin	1907	31148	(B)	Conv., Alb., 11-28. Scrapped, Topeka, 6-30-44
1861	Baldwin	1907	31171	(B)	Conv., L. J., 3-28. Scrapped, L. J., 9-11-40
1862	Baldwin	1907	31204	(B)	Conv., Top., 12-28
1863	Baldwin	1907	31208	(B)	Conv., Alb., 12-28. Scrapped, L. J., 9-20-40
1864	Baldwin	1907	31209	(B)	Conv., L. J., 2-28
1865	Baldwin	1907	31210	(B)	Conv., L. J., 8-26
1866	Baldwin	1907	31257	(A)	Conv., L. J., 6-27
1867	Baldwin	1907	31258	(B)	Conv., L. J., 9-28
1868	Baldwin	1907	31281	(A)	Conv., L. J., 6-28
1869	Baldwin	1907	31282	(A)	Conv., Alb., 4-29
1870	Baldwin	1907	31283	(B)	Conv., Alb., 10-28. Scrapped, L. J., 9-25-40
1871	Baldwin	1907	31284	(B)	Conv., L. J., 4-28
1872	Baldwin	1907	31323	(A)	Conv., L. J., 5-28. Scrapped, L. J., 9-30-40
1873	Baldwin	1907	31324	(B)	Conv., Alb., 1-29
1874	Baldwin	1907	31395	(B)	Conv., Cleb., 2-28
1875	Baldwin	1907	31396	(B)	Conv., Top., 10-28
1876	Baldwin	1907	31397	(B)	Conv., L. J., 9-26
1877	Baldwin	1907	31434	(B)	Conv., Top., 9-28. Scrapped, Topeka, 7-1947
1878	Baldwin	1907	31458	(B)	Conv., Top., 12-26
1879	Baldwin	1907	31459	(B)	Conv., Top., 12-28
1880	Baldwin	1907	31460	(B)	Conv., Alb., 1-28
1881	Baldwin	1907	31499	(B)	Conv., L. J., 4-27. Scrapped, Topeka, 8-7-40
1882	Baldwin	1907	31500	(B)	Conv., Alb., 5-27
1883	Baldwin	1907	31501	(B)	Conv., Top., 9-28
1884	Baldwin	1907	31523	(B)	Conv., Alb., 12-27
1885	Baldwin	1907	31524	(B)	Conv., Top., 12-28
1886	Baldwin	1907	31545	(B)	Conv., Top., 7-27
1887	Baldwin	1907	31596	(B)	Conv., Top., 5-28. Scrapped, Topeka, 7-31-40

(Nos. 1888-1899 vacant)

1900 CLASS. 2-8-0. 23½x32-57-216600-243500-200-52800

1900	Baldwin	1912	37798	1911	Baldwin	1913	39438
1901	Baldwin	1912	37799		Scrapped, Cleburne, 8-27-40		
1902	Baldwin	1912	37800	1912	Baldwin	1913	39439
1903	Baldwin	1912	37801	1913	Baldwin	1913	39440
1904	Baldwin	1912	37802		Scrapped, Cleburne, 7-27-40		
1905	Baldwin	1912	37803	1914	Baldwin	1913	39441
1906	Baldwin	1912	37804	1915	Baldwin	1913	39442
1907	Baldwin	1912	37805	1916	Baldwin	1913	39512
1908	Baldwin	1912	37806	1917	Baldwin	1913	39513
1909	Baldwin	1912	37807	1918	Baldwin	1913	39514
1910	Baldwin	1913	39437	1919	Baldwin	1913	39515

(Nos. 1920-1949 vacant)

1950 CLASS. 2-8-0. 23½x32-57-206340-231000-200-52800

Note: As built, the 1950 class had 24x32" cyls., 160# steam and smokebox superheater. They were later rebuilt as duplicates of the 1900 class. Members of the 1950 class were noted for their hard-riding qualities, a condition later remedied to some extent by improved counterbalancing.

1950	Baldwin	1907	32046	
1951	Baldwin	1907	32079	
1952	Baldwin	1907	32088	Scrapped, Cleburne, 8-19-40
1953	Baldwin	1907	32096	
1954	Baldwin	1907	32143	
1955	Baldwin	1907	32120	
1956	Baldwin	1907	32121	Scrapped, Cleburne, 8-19-40
1957	Baldwin	1907	32254	
1958	Baldwin	1907	32255	
1959	Baldwin	1907	32278	Sold, 5-6-35, to Cady Lumber Co.
1960	Baldwin	1907	32315	
1961	Baldwin	1907	32316	
1962	Baldwin	1907	32317	
1963	Baldwin	1907	32422	
1964	Baldwin	1907	32429	
1965	Baldwin	1907	32430	
1966	Baldwin	1907	32451	
1967	Baldwin	1907	31958	
1968	Baldwin	1907	31959	
1969	Baldwin	1907	31960	
1970	Baldwin	1907	31986	
1971	Baldwin	1907	31987	
1972	Baldwin	1907	32003	See No. 3299
1973	Baldwin	1907	32022	
1974	Baldwin	1907	32023	See No. 3296
1975	Baldwin	1907	32044	See No. 3297
1976	Baldwin	1907	32045	See No. 3298
1977	Baldwin	1907	32161	
1978	Baldwin	1907	32162	
1979	Baldwin	1907	32181	Scrapped, Cleburne, 8-26-40
1980	Baldwin	1907	32182	Scrapped, Cleburne, 8-9-40
1981	Baldwin	1907	32210	
1982	Baldwin	1907	32211	
1983	Baldwin	1907	32260	
1984	Baldwin	1907	32261	
1985	Baldwin	1907	32262	
1986	Baldwin	1907	32279	
1987	Baldwin	1907	32280	
1988	Baldwin	1907	32318	
1989	Baldwin	1907	32366	
1990	Baldwin	1907	32367	
1991	Baldwin	1907	32368	

(Note: Nos. 1972, 1974, 1975 and 1976 were made the high-pressure units of the 3296-3299 series 2-8-8-0 type Mallet articulated compounds constructed in the company shops in 1911. In 1923, these compounds were rebuilt and engines 1972, 1974, 1975 and 1976 restored to their original status. For further details, see nos. 3296-3299)

(Nos. 1992-1999 vacant)

2000 CLASS. 0-6-0. 20x26-51-144600-180-31300

Surviving members of this class were renumbered to a 9000 series by adding 7000 to the original number, the change being made between Dec. 1945 and March 1946.

2000	Baldwin	1906	27647	
2001	Baldwin	1906	27648	
2002	Baldwin	1906	27660	Scrapped, La Junta, 6-28-33
2003	Baldwin	1906	27661	
2004	Baldwin	1906	27687	Scrapped, Albuquerque, 6-22-33
2005	Baldwin	1906	27688	
2006	Baldwin	1906	27715	
2007	Baldwin	1906	27716	Scrapped, Topeka, 2-17-36
2008	Baldwin	1906	27757	As No. 9008. Sold Purdy Co., 1-30-47. Resold Crane Co., 2-7-47
2009	Baldwin	1906	27768	Scrapped, Albuquerque, 11-17-33
2010	Baldwin	1906	27783	Scrapped as #9010, San Bdno., July 1947
2011	Baldwin	1906	27821	
2012	Baldwin	1906	27874	Scrapped, Albuquerque, 8-15-31
2013	Baldwin	1906	27875	Scrapped, Albuquerque, 8-17-33
2014	Baldwin	1906	27892	As No. 9014, scrapped, Alb., 7-31-47
2015	Baldwin	1906	27899	Scrapped, Topeka, 11-30-31
2016	Baldwin	1906	27911	Scrapped as #9016, Richmond, 9-6-47
2017	Baldwin	1906	27912	As No. 9017, sold to Kaiser Co., Richmond, Cal., 2-17-48
2018	Baldwin	1906	27913	
2019	Baldwin	1906	27944	
2020	Baldwin	1906	27954	As No. 9020, sold to Kaiser Co., Richmond, Cal., 2-17-48
2021	Baldwin	1906	27964	Scrapped, Richmond, 12-39
2022	Baldwin	1906	27980	Scrapped, Topeka, 10-27-41
2023	Baldwin	1906	27996	Scrapped as #9023, San Bdno., Aug. 1947
2024	Baldwin	1906	28046	Scrapped, Topeka, 11-27-33
2025	Baldwin	1906	28047	Scrapped, Topeka, 9-9-40
2026	Baldwin	1906	28088	Scrapped, Richmond, 12-18-39
2027	Baldwin	1906	28106	Scrapped, Richmond, 8-22-40
2028	Baldwin	1906	28116	Scrapped, San Bdno., 12-28-39
2029	Baldwin	1906	28137	Scrapped as #9029, Calwa, 8-1947
2030	Baldwin	1906	28142	Scrapped, Topeka, 2-18-38
2031	Baldwin	1906	28177	Scrapped, San Bdno., 7-10-40
2032	Baldwin	1906	28688	Scrapped, Shopton, 8-29-40
2033	Baldwin	1906	28699	
2034	Baldwin	1906	28709	
2035	Baldwin	1906	28758	Scrapped as #9035, San Bdno., 8-13-1947
2036	Baldwin	1906	28807	Sold, 5-22-30, to Alameda Belt Ry., No. 1. Sold 8-1947 to Bethlehem Steel Co., San Francisco, for scrap
2037	Baldwin	1906	28808	
2038	Baldwin	1906	28809	Scrapped as #9038, San Bdno., 8-21-1947

2039 CLASS. 0-6-0

20x26-51-(A) 155872, (B) 154250-180-31300

Surviving members of this class were renumbered to a 9000 series by adding 7000 to the original number, between Dec. 1945 and March 1946.

2039	Baldwin	1911	37040	Sold, 5-33-30, to Alameda Belt Ry. No. 2. Sold 8-1947 to Bethlehem Steel Co., San Francisco, for scrap.
2040	Baldwin	1911	37041	
2041	Baldwin	1911	37042	
2042	Baldwin	1911	37043	

2043	Baldwin	1911	37044	
2044	Baldwin	1911	37045	As No. 9044, scrapped, Richmond, 3-31-47
2045	Baldwin	1911	37046	Sold, 12-9-36, to Alameda Belt Ry. #3
2046	Baldwin	1911	37047	As No. 9046, scrapped, San Bdno., 7-30-47
2047	Baldwin	1911	37070	
2048	Baldwin	1911	37071	
2049	Baldwin	1911	37072	
2050	Baldwin	1911	37073	
2051	Baldwin	1911	37074	
2052	Baldwin	1911	37075	
2053	Baldwin	1911	37076	
2054	Baldwin	1911	37077	Scrapped, Topeka, 10-15-41
2055	Baldwin	1911	37107	Scrapped, Topeka, 6-19-33
2056	Baldwin	1911	37108	Scrapped, Topeka, 7-26-40
2057	Baldwin	1911	37109	
2058	Baldwin	1911	37110	(B) Scrapped, Topeka, 7-15-40
2059	Baldwin	1911	37111	(B) As No. 9059, scrapped, Topeka, 7-1947
2060	Baldwin	1911	37112	Scrapped, 2-9-39, La Junta
2061	Baldwin	1911	37113	Scrapped, Topeka, 6-9-31
2062	Baldwin	1911	37114	
2063	Baldwin	1911	37115	Scrapped as #9063, Shopton, 8-1947
2064	Baldwin	1911	37116	Scrapped as #9064, La Junta, 8-1947
2065	Baldwin	1911	37117	Scrapped as #9065, La Junta, 8-1947
2066	Baldwin	1911	37118	
2067	Baldwin	1911	37119	Scrapped, Albuquerque, 8-24-31
2068	Baldwin	1912	37672	
2069	Baldwin	1912	37673	
2070	Baldwin	1912	37682	
2071	Baldwin	1912	37683	
2072	Baldwin	1912	37684	
2073	Baldwin	1912	37685	
2074	Baldwin	1912	37686	Scrapped, Cleburne, 4-24-33
2075	Baldwin	1912	37687	(B) As No. 9075, scrapped, Topeka, 7-12-47
2076	Baldwin	1912	37688	(B)
2077	Baldwin	1912	37689	(B)
2078	Baldwin	1912	37690	
2079	Baldwin	1912	37691	
2080	Baldwin	1912	37694	Scrapped, Topeka, 8-7-33
2081	Baldwin	1912	37695	(B) Scrapped, Topeka, 9-18-41
2082	Baldwin	1912	37696	Scrapped, Topeka, 3-31-31
2083	Baldwin	1912	37705	Sold, 10-31-37, to St. Jos. Terminal Co.
2084	Baldwin	1912	37706	Sold, 10-31-37, to St. Jos. Terminal Co.
2085	Baldwin	1912	37707	Scrapped, San Bdno., 12-28-39
2086	Baldwin	1912	37708	
2087	Baldwin	1912	37709	(B)
2088	Baldwin	1913	39487	
2089	Baldwin	1913	39488	As No. 9089, sold to Kaiser Co., 4-28-47
2090	Baldwin	1913	39489	Sold, 1-25-34, to Western Paving Co.
2091	Baldwin	1913	39490	
2092	Baldwin	1913	39491	

(Nos. 2093-2099 vacant)

2100 CLASS. 0-6-0. 20x26-51-141880-180-31300

Surviving members of this class were renumbered to a 9000 series by adding 7000 to the original number, 12-1945 to 3-1946. All 2100 series numbers have been so cleared to make room for the 2100 series diesel switchers.

2100	AT&SF Ry.	1904		
2101	AT&SF Ry.	1904		Scrapped, Topeka, 11-16-32
2102	AT&SF Ry.	1904		Scrapped, Topeka, 5-16-32
2103	AT&SF Ry.	1904		Scrapped as #9103, San Bdno., 8-1947
2104	AT&SF Ry.	1904		
2105	AT&SF Ry.	1904		
2106	AT&SF Ry.	1904		Scrapped, San Bdno., 11-19-36
2107	AT&SF Ry.	1904		
2108	AT&SF Ry.	1904		Scrapped, San Bdno., 6-5-33
2109	AT&SF Ry.	1904		

2110 CLASS. 0-6-0. 20x26-51-148500-180-31300

Surviving members renumbered to a 9000 series, 12-1945 to 3-1946.

2110	Baldwin	1905	26931	Scrapped as #9110, San Bdno., 8-1947
2111	Baldwin	1905	26932	Scrapped, Topeka, 6-15-32
2112	Baldwin	1905	26933	
2113	Baldwin	1905	26934	Scrapped, Topeka, 5-22-30
2114	Baldwin	1905	26964	Scrapped, Topeka, 4-28-30
2115	Baldwin	1905	26972	Sold, 1-11-32, to Pittsburg Coal Co.
2116	Baldwin	1905	26973	As No. 9116, scrapped, Topeka, 7-1947
2117	Baldwin	1905	26996	Scrapped, Topeka, 5-4-32
2118	Baldwin	1905	26997	
2119	Baldwin	1905	26998	
2120	Baldwin	1905	26999	Scrapped, Albuquerque, 6-19-31
2121	Baldwin	1905	27057	

2122 CLASS. 0-6-0. 20x26-51-141880-180-31100

Surviving members renumbered to a 9000 series, 12-1945 to 3-1946.

2122	AT&SF Ry.	1906	Scrapped, Topeka, 9-11-30
2123	AT&SF Ry.	1906	Scrapped, Corwith, 9-27-41
2124	AT&SF Ry.	1906	Scrapped, Topeka, 3-14-36
2125	AT&SF Ry.	1906	
2126	AT&SF Ry.	1906	Scrapped as #9126, San Bdno., 8-1947
2127	AT&SF Ry.	1906	Scrapped, San Bdno., 1-28-32
2128	AT&SF Ry.	1906	Scrapped, Richmond, 12-18-39
2129	AT&SF Ry.	1906	Scrapped, Richmond, 2-14-47, as #9129
2130	AT&SF Ry.	1906	Scrapped as #9130, San Bdno., 8-1947
2131	AT&SF Ry.	1906	Scrapped, San Bdno., 7-13-40
2132	AT&SF Ry.	1907	

(Nos. 2133-2146 vacant)

2147 CLASS. 0-6-0. 19x26-51-135200-180-28000

Renumbered to a 9000 series, Feb. 23, 1946.
Engine 2147 was rebuilt in 1944 to 0-6-0T type and assigned to Argentine Shop.

2147	ALCo-Cooke	1903	28680	Reblt., March 1944, at Topeka Shop
2148	ALCo-Cooke	1903	28681	
2149	ALCo-Cooke	1903	28685	As No. 9149, sold to Kaiser Co., 4-1947

2150 CLASS. 0-8-0. 22x28-57-154350-180-36400

Originally 2-8-0 type, four-cyl. tandem compound, built at Topeka Shops and numbered 995-999. In 1900 were renumbered 644-648. Original dimensions were:

15&25x28-57-151500-174000-180-31100

Early in 1902, converted to simple engines and rebuilt to 0-8-0 type. Renumbered 2150-2154 as of Sept. 1, 1902.

2150	644	995	AT&SF	1899	Scrapped, Alb., 4-11-32
2151	645	996	AT&SF	1899	Scrapped, Top., 6-19-33
2152	646	997	AT&SF	1899	Scrapped, Alb., 4-23-31
2153	647	998	AT&SF	1899	Scrapped, Alb., 10-13-31
2154	648	999	AT&SF	1898	Scrapped, Top., 6-6-32

2155 CLASS. 0-4-0. 15x22-51-51650-140-10900

This locomotive originally 0-4-0 type built for the California Southern Ry. Renumbered 2155 from 03.

2155	03	S.C. 35	C.S. 3	Manchester	1881	895	Sold prior to 1902

2156 CLASS. 0-6-0. 17x24-48-81800-150-18400

Originally 0-6-0 type, built for the Atlantic & Pacific. Renumbered 2156-2159 from 0209-0212 in 1902. Nos. 0209-0212 were applied in 1901.

2156	0209	SFP 96	A&P 96	NYLW (Rome)	1889	426	Sold, 9-21-13, Palmer, McBride & Quayle
2157	0210	SFP 97	A&P 97	NYLW (Rome)	1889	427	Scrapped, Calwa, 12-10-24
2158	0211	SFP 98	A&P 98	NYLW (Rome)	1889	428	Scrapped, S. B., 3-22-29
2159	0212	SFP 95	A&P 95	NYLW (Rome)	1889	425	Scrapped, Topeka, 4-22-22

2160 CLASS. 4-6-0. 19x28-58-89800-124000-150-22200

Various members of this group carried temporary assignments on subsidiary lines, including the S. C., SF&SJV and GC&SF, as indicated.

1900	1898	Orig.	Temp.				
2160	703	703	SC 140	Baldwin	1888	9192	Scrapped, Topeka, 6-16-27
2161	704	704		Baldwin	1888	9193	Scrapped, Topeka, 12-14-22
2162	705	705	SC 141	Baldwin	1888	9194	Scrapped, Topeka, 11-22-21
2163	706	706		Baldwin	1888	9195	Scrapped, Topeka, 3-16-22
2164	707	707	SC 142	Baldwin	1888	9196	Scrapped, Topeka, 3-16-22
2165	708	708	SC 143	Baldwin	1888	9197	Sold, 8-18-28, Western Paving Co.
2166	709	709		Baldwin	1888	9198	Scrapped, Topeka, 6-4-27
2167	710	710	SF&SJV 302	Baldwin	1888	9200	Scrapped, Calwa, 3-26-27
2168	711	711	GC&SF 69	Baldwin	1888	9201	Scrapped, S. B., 12-23-22
2169	712	712		Baldwin	1888	9202	Scrapped, Topeka, 5-14-27
2170	713	713		Baldwin	1888	9224	Scrapped, Topeka, 7-9-25
2171	714	714		Baldwin	1888	9226	Sold, 6-13-24, Wichita N-W. Ry. #7
2172	715	715	SC 144	Baldwin	1888	9227	Sold, 11-5-29, Wichita N-W Ry.; resold Kansas & Oklahoma Ry. #1
2173	716	716	SC 145	Baldwin	1888	9228	Scrapped, S. B., 6-30-22
2174	717	717		Baldwin	1888	9230	Scrapped, Topeka, 2-28-24
2175	718	718		Baldwin	1888	9231	Scrapped, Alb., 4-5-26
2176	719	719	SC 146	Baldwin	1888	9232	Scrapped, Cleb., 12-28-26
2177	720	720	SC 147	Baldwin	1888	9234	Scrapped, Calwa, 7-11-30
2178	721	721	SC 148	Baldwin	1888	9235	Scrapped, Rich., 12-16-21
2179	722	722		Baldwin	1888	9243	Scrapped, Dodge City, 7-11-27

2180	723	683	GC&SF 67	Baldwin	1888	9137	Scrapped, Calwa, 12-23-30
2181	724	684		Baldwin	1888	9138	Scrapped, Topeka, 1-19-22
2182	725	685	SC 133	Baldwin	1888	9139	Scrapped, S. B., 11-9-22
2183	726	686	SC 134	Baldwin	1888	9141	Scrapped, S. B., 11-10-22
2184	727	687		Baldwin	1888	9146	Sold, 4-16-25, Wichita N-W Ry.
2185	728	688		Baldwin	1888	9145	Scrapped, Topeka, 10-25-23
2186	729	689		Baldwin	1888	9147	Scrapped, Alb., 12-23-25
2187	730	690		Baldwin	1888	9148	Scrapped, Topeka, 11-9-23
2188	731	691	SC 135	Baldwin	1888	9151	Scrapped, S. B., 12-18-22
2189	732	692	SC 136	Baldwin	1888	9154	Scrapped, Cleb., 2-29-24
2190	733	693		Baldwin	1888	9159	Scrapped, Topeka, 9-24-25
2191	734	694	SF&SJV 301	Baldwin	1888	9163	Scrapped, S. B., 1-8-29
2192	735	695	SF&SJV 303	Baldwin	1888	9164	Scrapped, S. B., 2-11-13
2193	736	696	SC 137	Baldwin	1888	9165	Scrapped, S. B., 12-11-22
2194	737	697		Baldwin	1888	9169	Scrapped, Topeka, 3-29-24
2195	738	698	SC 138	Baldwin	1888	9170	Scrapped, Calwa, 5-16-28
2196	739	699	SC 139	Baldwin	1888	9171	Sold, 2-9-28, Western Paving Co.
2197	740	700		Baldwin	1888	9174	Scrapped, La Junta, 11-16-24
2198	701	701		Baldwin	1888	9175	Sold, 7-16-24, Wichita N-W. Ry.
2199	702	702	GC&SF 68	Baldwin	1888	9176	Scrapped, Rich., 6-27-25

2200 CLASS. 4-6-0. 19x28-58-89900-120100-150-22200

Locomotives of this class were originally built for two predecessors of the Santa Fe, the Southern Kansas and the Chicago, Kansas & Western. The Southern Kansas was leased for operation by the Santa Fe on Jan. 1, 1888, and the Chicago, Kansas & Western leased for operation on Oct. 1, 1889. Various members of the series carried temporary assignments on the Southern California Ry.

2200	743	393	SK 63	SC 126	Baldwin	1887	8426	Scrapped, Calwa, 2-3-25
2201	744	394	SK 64		Baldwin	1887	8427	Scrapped, Topeka, 6-12-25
2202	745	395	SK 65		Baldwin	1887	8428	Scrapped, Topeka, 4-1-24
2203	746	396	SK 66		Baldwin	1887	8450	Sold, 9-24-19, J. T. Gardner Co.
2204	747	397	SK 67		Baldwin	1887	8451	Scrapped, Topeka, 9-19-25
2205	748	398	SK 68	SC 127	Baldwin	1887	8453	Scrapped, La Junta, 3-29-26
2206	749	399	SK 69	SC 128	Baldwin	1887	8457	Scrapped, S. B., 7-19-22
2207	750	390	SK 60		Baldwin	1887	8341	Scrapped, Alb., 4-27-28
2208	751	421	CK&W 13		Baldwin	1886	8270	Scrapped, Topeka, 6-16-23
2209	752	422	CK&W 14	SC 129	Baldwin	1886	8271	Scrapped, Topeka, 12-30-26
2210	753	423	CK&W 15	SC 130	Baldwin	1886	8275	Scrapped, La Junta, 12-5-31
2211	754	424	CK&W 16		Baldwin	1886	8276	Scrapped, Topeka, 5-26-27
2212	755	425	CK&W 17	SC 131	Baldwin	1886	8277	Scrapped, Alb., 6-15-26
2213	756	426	CK&W 18		Baldwin	1886	8280	Scrapped, Topeka, 12-28-26
2214	757	427	CK&W 19		Baldwin	1886	8281	Scrapped, La Junta, 4-29-26
2215	758	428	CK&W 20	SC 132	Baldwin	1886	8306	Scrapped, S. B., 11-10-22
2216	741	391	SK 61		Baldwin	1887	8342	Scrapped, La Junta, 2-18-27
2217	742	392	SK 62	SC 125	Baldwin	1887	8425	Scrapped, La Junta, 11-24-14

2218 CLASS. 0-6-0. 17x24-51-72000-145-16800

Originally built for the Gulf, Colorado & Santa Fe.

2218	GC&SF 901	GS&SF 67	Baldwin	1887	8764	Sold, 5-06
2219	GC&SF 902	GC&SF 78	Baldwin	1887	8765	Scrapped, Cleburne, 11-7-13
2220	GC&SF 903	GC&SF 79	Baldwin	1887	8766	Scrapped, Cleburne, 11-7-13

2221 CLASS. 0-6-0. 16x24-51-72000-150-14450

2221	EFP 1	Hinkley	1880	No other data available

2222 CLASS. 0-6-0. 18x24-51-93000-160-20700

2222	SF&SJV 151	Baldwin	1897	15589	Scrapped, Richmond, 6-30-28

2223 CLASS. 0-6-0. 16x24-51-77500-130-13300

(These locomotives retained their 1898 numbers in the 1900 numbering scheme, so only original and 1900 numbers are shown)

2223	213	Hinkley	1882	Sold
2224	311	Hinkley	1881	Scrapped
2225	315	Hinkley	1881	Scrapped
2226	312	Hinkley	1881	Scrapped
2227	313	Hinkley	1881	Scrapped
2228	314	Hinkley	1881	Scrapped
2229	119	Hinkley	1880	Scrapped
2230	120	Hinkley	1880	Scrapped
2231	121	Hinkley	1880	Sold
2232	122	Hinkley	1880	Sold, Ft. Bragg & S-E. #2; later NWP #226
2233	123	Hinkley	1880	Scrapped, Topeka, 9-21-16
2234	214	Hinkley	1882	No data
2235	215	Hinkley	1882	Scrapped, Topeka, 8-11-14
2236	216	Hinkley	1882	Scrapped, Topeka, 8-6-14
2237	217	Hinkley	1882	Scrapped
2238	218	Hinkley	1882	Sold, Outer Harbor Terminal Co. #2
2239	219	Hinkley	1882	Scrapped, Topeka, 5-5-15
2240	210	Hinkley	1882	Reblt. 0-6-0T, 1921. Renumb. 2450, 1944.
2241	211	Hinkley	1882	Sold
2242	212	Hinkley	1882	Sold

2243 CLASS. 0-6-0. 17x24-51-82500-150-17300

(These locomotives retained their 1898 numbers in the 1900 numbering scheme, so only original and 1900 numbers are shown. Nos. 2243, 2257 and 2261 carried temporary assignments as Cal. Sou. nos. 41, 36 and 37, respectively)

2243	663	Hinkley	1888	Reblt. 0-6-0T. Scrapped, Bakersfield, 11-23-37
2244	664	Hinkley	1888	Sold, 8-24-18, H. M. Wigney Co., Chicago
2245	665	Hinkley	1888	Sold, 11-10-22, Streator Car Works
2246	666	Hinkley	1888	Scrapped, Corwith, 3-19-23
2247	667	Hinkley	1888	Scrapped, Topeka, 9-28-17
2248	668	Hinkley	1888	Scrapped, Topeka, 3-18-14
2249	669	Hinkley	1888	Scrapped, Shopton, 5-19-23
2250	670	Hinkley	1888	Scrapped Corwith, 4-30-16
2251	671	Hinkley	1888	Scrapped, Topeka, 3-27-16
2252	672	Hinkley	1888	Scrapped, Cleburne, 5-27-16
2253	573	Hinkley	1887	Scrapped, Topeka, 10-27-13
2254	574	Hinkley	1887	Reblt. 0-6-0T. Scrapped, 4-24-39, Cleburne
2255	575	Hinkley	1887	Scrapped, Topeka, 6-19-14
2256	576	Hinkley	1887	Scrapped, Topeka, 6-15-15
2257	567	Hinkley	1887	Reblt. 0-6-0T, Aug. 1925. As No. 9257, sold Purdy Co., Chicago, 1-21-48. Scrapped 2-2-48
2258	568	Hinkley	1887	Scrapped, Topeka, 3-23-16
2259	569	Hinkley	1887	Scrapped, place and date unknown
2260	570	Hinkley	1887	Scrapped, Topeka, 12-4-14
2261	571	Hinkley	1887	Scrapped, Topeka, 8-31-11
2262	572	Hinkley	1887	Scrapped, Topeka, 11-12-13

2263 CLASS. 0-6-0. 17x24-51-76400-140-16200

(These locomotives retained their 1898 numbers in the 1900 numbering scheme, so only original and 1900 numbers are shown.)

2263	673	Baldwin	1888	9332	Scrapped, Topeka, 10-25-13
2264	674	Baldwin	1888	9336	Scrapped, Topeka, 5-29-15
2265	675	Baldwin	1888	9334	Scrapped, Topeka, 12-31-18
2266	676	Baldwin	1888	9338	Scrapped, Topeka, 5-29-15
2267	677	Baldwin	1888	9337	Scrapped, Corwith, 9-1-15
2268	678	Baldwin	1888	9340	Sold, 8-7-19, Streator Car Co.
2269	679	Baldwin	1888	9339	Sold, 3-5-13, Tom Brown Co.
2270	680	Baldwin	1888	9341	Scrapped, Corwith, 4-2-21
2271	681	Baldwin	1888	9344	Scrapped, Corwith, 3-5-21
2272	682	Baldwin	1888	9345	Scrapped, Topeka, 10-31-13

2273 CLASS. 0-6-0. 18x24-51-84000-140-18100

(These locomotives were originally built for the Southern Kansas and the Chicago, Kansas & Western, predecessors of the Santa Fe. Since their 1898 road numbers were retained in the 1900 numbering scheme, only their original numbers, their first Santa Fe numbers and their final (1900) numbering are shown. Engines 2280, 2279, 2278 and 2276 also carried temporary assignments as GC&SF nos. 951, 952, 953 and 954, respectively)

1900	1st SFe	Orig.				
2273	409	CK&W 3	Baldwin	1886	7877	Scrapped, Topeka, 6-9-22
2274	404	SK 71	Baldwin	1886	8255	Scrapped, Topeka, 12-6-13
2275	410	CK&W 4	Baldwin	1886	7880	Sold, 6-20-13, Tom Brown Co.
2276	408	CK&W 2	Baldwin	1886	7871	Scrapped, Cleburne, 4-16-23
2277	407	CK&W 1	Baldwin	1886	7866	Scrapped, Topeka, 7-9-17
2278	406	SK 73	Baldwin	1886	8257	Scrapped, Cleburne, 4-29-15
2279	405	SK 72	Baldwin	1886	8256	Scrapped, Cleburne, 10-25-23
2280	400	SK 70	Baldwin	1886	8252	Scrapped, Cleburne, 9-13-15

2281 CLASS. 0-6-0. 18x24-(51, 53)-91150-140-(18450, 17500)

(Nos. 2281 and 2282 had 51″ drivers; the others 53″)

(These locomotives retained their 1898 numbers in the 1900 numbering scheme, so that only their original and final Santa Fe numbers are shown. Engine 2285 also carried a temporary assignment as SC 40).

According to Santa Fe records, engines 419 and 420 were received from the Schenectady Works in Nov. 1886 and that engine 419 carried bldrs. no. 2007. It is assumed that engine 420 bore bldrs. no. 2008. Schenectady records state that these two locomotives were ordered as St. Louis Terminal Co. nos. 3 and 4.

2281	419	Schenectady	1886	2007	Scrapped, Topeka, 6-1-22
2282	420	Schenectady	1886	2008	Scrapped, Topeka, 11-15-13
2283	588	Schenectady	1887	2407	Scrapped, Topeka, 3-2-22
2284	589	Schenectady	1887	2408	Scrapped, Topeka, 7-14-16
2285	590	Schenectady	1887	2409	Sold, 12-09, Outer Harbor Terminal Co.
2286	591	Schenectady	1887	2410	Scrapped, Topeka, 4-10-15
2287	587	Schenectady	1887	2406	Scrapped, Topeka, 12-20-22

2288 CLASS. 0-6-0. 18x24-51-91000-140-18100

(These locomotives retained their 1898 numbers in the 1900 numbering scheme, so that only their original and final Santa Fe numbers are shown.)

2288	578	Taunton	1887	947	Scrapped, Topeka, 2-18-15
2289	579	Taunton	1887	948	Scrapped, S. B., 4-7-25
2290	580	Taunton	1887	949	Scrapped, Rich., 2-28-34

2291	581	Taunton	1887	950	Scrapped, Cleb., 4-17-17
2292	582	Taunton	1887	951	Scrapped, Topeka, 2-11-13
2293	583	Taunton	1887	952	Scrapped, L. J., 3-20-14
2294	584	Taunton	1887	953	Sold, 12-11-22, Carey Brick Co., Chicago
2295	585	Taunton	1887	954	Scrapped, Topeka, 12-20-22
2296	586	Taunton	1887	955	Scrapped, Corwith, 4-26-17
2297	577	Taunton	1887	946	Scrapped, Topeka, 6-24-14

(Nos. 2296 and 2297 were replaced in 1924 by two 0-4-0 type saddle-tank locomotives built by the Davenport Locomotive Works, Davenport, Iowa). (Used at Brownwood rock crusher, Brownwood, Texas.) Dimensions: 11x16-28-43000-170-10600.

2nd	2296	Davenport	1924	1984	Scrapped, Cleburne, 1-18-44
2nd	2297	Davenport	1924	2004	Scrapped, Cleburne, 1-18-44

2298 CLASS. 0-4-0. 17x24-51-104250-140-16200

These locomotives originally built for the Chicago, St. Louis & Western Ry. Their first Santa Fe nos. were 483-485, as shown. Engine 2298 was rebuilt for special service as an oil burner with side water tanks bracketed to right and left sides of boiler. Also equipped with a steam-operated pillar crane.

2298	485	CStL&W 28	Rhode Island	1885	1490	Scrapped, San Bdno., 11-37.
2299	484	CStL&W 27	Rhode Island	1885	1489	Sold prior to 1906
2300	483	CStL&W 26	Rhode Island	1885	1488	Sold prior to 1906

No. 2299 was replaced in 1924 by an 0-6-0 type fireless switcher for use in the Dallas yards of the GC&SF. The boiler was resigned to store steam at 200 lbs. pressure, with a working pressure of 65 pounds. Cylinders are 30x24", drivers 44", weight 171800 lbs. and tractive effort, 31900 lbs.

2nd	2299	Baldwin	1924	57977	(2-23-1946 renumbered 9299.) Scrapped, Cleb. 4-7-48

2301 CLASS. 2-8-0. 17x26-48-78000-87000-140-18600

(Nos. 2307-2310 had 48" drivers, tractive effort, 17550 lbs.)

The 1898 road numbers were retained in the 1900 numbering scheme, so that only original and final numbers will be shown. The first #2303 was sold in 1899 and a second #2303, obtained from the Santa Fe Pacific, is listed separately as 2303 Class

2301	181	Brooks	1881	584	Scrapped
2302	182	Brooks	1881	585	Scrapped, Topeka, 2-16-16
——	187	Brooks	1881	594	(1st 2303) Sold, 1899, Arizona Lbr. & Timber Co.
2303	(see 2303 class)				
2304	188	Brooks	1881	595	Sold, 4-30-18, to Apache Ry.
2305	185	Brooks	1881	592	Scrapped, Topeka, 8-30-16
2306	179	Brooks	1881	582	Scrapped, Topeka, 9-29-14
2307	186	Brooks	1881	593	Scrapped, Topeka, 5-8-16
2308	180	Brooks	1881	583	Scrapped, Topeka, 3-29-15
2309	183	Brooks	1881	586	
2310	184	Brooks	1881	591	Scrapped

2303 CLASS. 2-8-0. 17x26-48-74000-88000-150-18800

2nd	2303	SFP 40	Hinkley	1882	Final disposition unknown

2311 CLASS. 2-8-0. 17x26-(45, 48)-69200-83850-130-(17200, 16500)

(Nos. 2311-2314 had 45" drivers, the others 48". No. 2315 carried 145 lbs. steam, with tractive effort of 17400 lbs.)

(The original #2317 apparently was disposed of and replaced by SFP #41 which is entered separately as 2317 Class.)

2311	288	Baldwin	1882	6151	Sold, 4-8-16, Barry Equipment Co.
2312	302	Baldwin	1881	5456	Final disposition unknown
2313	289	Baldwin	1882	6167	Scrapped, Albuquerque, 12-1-13
2314	296	Baldwin	1882	6207	Scrapped, Clovis, 10-8-13
2315	297	Baldwin	1882	6208	Scrapped, Cleburne, 5-15-16
2316	326	Baldwin	1882	6244	Scrapped, Topeka, 6-16-15
1st 2317	287	Baldwin	1882	6148	Scrapped prior to 1902
—	305	Baldwin	1881	5495	Final disposition unknown

2nd #2317 (see 2317 Class)

2318	284	Baldwin	1882	6103	Scrapped, Cleburne, 1-18-15
2319	286	Baldwin	1882	6139	Scrapped, Topeka, 11-17-14
2320	290	Baldwin	1882	6168	Scrapped, Topeka, 12-27-15
2321	291	Baldwin	1882	6169	Scrapped, Topeka, 12-6-13
2322	292	Baldwin	1882	6172	Final disposition unknown
2323	293	Baldwin	1882	6173	Scrapped, Topeka, 1907
2324	294	Baldwin	1882	6174	Scrapped, Cleburne, 11-29-14
2325	295	Baldwin	1882	6206	Scrapped, Cleburne, 5-12-15
2326	328	Baldwin	1882	6252	Scrapped, Topeka, 10-18-10
2327	327	Baldwin	1882	6253	Scrapped, Cleburne, 11-24-14
2328	298	Baldwin	1882	6209	Scrapped, Topeka, 8-29-10
2329	299	Baldwin	1882	6246	Scrapped, Cleburne, 10-15-13
2330	300	Baldwin	1882	6245	Scrapped, Topeka, 12-30-22
2331	301	Baldwin	1881	5455	Sold, 12-09, to A. & S. Ry.
2332	281	Baldwin	1882	6105	Scrapped
2333	303	Baldwin	1881	5478	Scrapped, Cleburne, 10-15-13
2334	304	Baldwin	1881	5479	Scrapped, Topeka, 12-2-14
2335	285	Baldwin	1882	6138	Scrapped, Cleburne, 11-25-14
2336	306	Baldwin	1881	5497	Scrapped
2337	307	Baldwin	1881	5523	Scrapped, Topeka, 10-7-14
2338	308	Baldwin	1881	5525	Scrapped, Cleburne, 4-25-22
2339	309	Baldwin	1881	5550	Scrapped, Cleburne, 6-24-16
2340	310	Baldwin	1881	5519	Scrapped

2317 CLASS. 2-8-0. 17x26-48-74000-88000-150-18800

2nd 2317	SFP 41	Hinkley	1882	Final disposition unknown

(Of the 2311 Class, nos. 2335, 2324, 2315, 2338 and 2339 carried temporary assignments as GC&SF nos. 871-875. No. 2331 carried a temporary assignment as SF&SJV no. 152)

2341 CLASS. 2-8-0. 17x26-48-74600-89600-130-17200

(The 1898 and 1900 numbering was identical for this class, so only original and 1900 numbers are shown)

2341	241	Hinkley	1882	Scrapped prior to 1907
2342	242	Hinkley	1882	Scrapped, Topeka, 3-20-15
2343	243	Hinkley	1882	Scrapped
2344	244	Hinkley	1882	Scrapped, Topeka, 12-21-14
2345	235	Hinkley	1882	Scrapped, Topeka, 4-3-15
2346	236	Hinkley	1882	Scrapped
2347	237	Hinkley	1882	Scrapped, Clovis, 6-24-21
2348	238	Hinkley	1882	Scrapped, Topeka, 11-3-23
2349	239	Hinkley	1882	Sold, 4-8-16, Barry Equipment Co.
2350	240	Hinkley	1882	Scrapped, Cleburne, 5-22-16
2351	231	Hinkley	1882	Scrapped, San Bdno., 3-18-15

2352	232	Hinkley	1882	Scrapped, Albuquerque, 4-26-15
2353	233	Hinkley	1882	Scrapped, Albuquerque, 8-25-14
2354	234	Hinkley	1882	Sold, 8-14-10, Flagstaff Lumber Co. #2
2355	225	Hinkley	1882	Sold, 4-8-16, Barry Equipment Co.
2356	226	Hinkley	1882	Scrapped, Topeka, 10-22-17
2357	227	Hinkley	1882	Scrapped, Topeka, 1-24-16
2358	228	Hinkley	1882	Scrapped, Topeka, 12-12-13
2359	229	Hinkley	1882	Scrapped
2360	230	Hinkley	1882	Scrapped, Cleburne, 12-30-16
2361	221	Hinkley	1882	Scrapped, Topeka, 4-28-15
2362	222	Hinkley	1882	Scrapped
2363	223	Hinkley	1882	Scrapped, Topeka, 9-19-10
2364	224	Hinkley	1882	Scrapped, Albuquerque, 1-14-14
2365	220	Hinkley	1882	Sold, 8-22-22, McAllister-Edwards Coal Co.

(Nos. 2344, 2351 and 2354 carried temporary assignments as SFP nos. 42, 43 and SF&SJV 153, respectively)

2366 CLASS. 2-8-0. 17x26-48-75400-89400-130-17200

(The 1898 and 1900 numbering was identical for this class, so only original and 1900 numbering are shown)

2366	276	Taunton	1882	853	Scrapped, Corwith, 6-16
2367	277	Taunton	1882	854	Scrapped
2368	278	Taunton	1882	855	Scrapped
2369	269	Taunton	1882	846	Scrapped, Topeka, 1-22-15
2370	270	Taunton	1882	847	Scrapped
2371	271	Taunton	1882	848	Scrapped
2372	272	Taunton	1882	849	Scrapped
2373	273	Taunton	1882	850	Scrapped, Topeka, 11-12-14
2374	274	Taunton	1882	851	Scrapped, Topeka, 10-15-14
2375	275	Taunton	1882	852	Scrapped, Topeka, 4-27-15

2376 CLASS. 2-8-0. 17x26-53-85200-94200-140-16800

(The 1898 and 1900 numbering was identical for this class, so only original and 1900 numbers are shown)

2376	158	Pittsburgh	1881	462	Scrapped, Albuquerque, 1-7-14
2377	157	Pittsburgh	1881	461	Scrapped, Albuquerque, 9-18-14
2378	156	Pittsburgh	1881	460	Scrapped, Topeka, 4-20-22
2379	159	Pittsburgh	1881	463	Scrapped
2380	160	Pittsburgh	1881	464	Scrapped, Cleburne, 6-28-14
2381	161	Pittsburgh	1881	465	Scrapped
2382	162	Pittsburgh	1881	466	Scrapped, Topeka, 3-11-13
2383	163	Pittsburgh	1881	467	Scrapped, Topeka, 12-9-14
2384	164	Pittsburgh	1881	512	Scrapped, Topeka, 1-27-16
2385	165	Pittsburgh	1881	513	Sold, 4-20-18, Apache Ry. #9
2386	166	Pittsburgh	1881	514	Scrapped, Albuquerque, 5-19-15
2387	167	Pittsburgh	1881	515	Scrapped, Topeka, 2-7-16
2388	168	Pittsburgh	1881	516	Scrapped, Topeka, 9-19-14
2389	169	Pittsburgh	1881	517	Final disposition unknown
2390	170	Pittsburgh	1881	518	Scrapped, Topeka, 8-24-22
2391	171	Pittsburgh	1881	519	Scrapped, Topeka, 4-25-22
2392	172	Pittsburgh	1881	520	Scrapped, Corwith, 6-16
2393	173	Pittsburgh	1881	521	Scrapped, Dodge City, 12-12-14
2394	174	Pittsburgh	1881	522	Sold
2395	175	Pittsburgh	1881	523	Scrapped, Dodge City, 12-12-14
2396	176	Pittsburgh	1881	524	Scrapped, Dodge City, 3-13-15

2397	177	Pittsburgh	1881	525	Scrapped, Cleburne, 6-6-16
2398	178	Pittsburgh	1881	526	Scrapped, Topeka, 5-5-15
2399	155	Pittsburgh	1881	459	Scrapped, Topeka, 1-17-16
2400	154	Pittsburgh	1881	458	Scrapped, Topeka, 11-7-13

2401 CLASS. 2-8-0

(This locomotive came from the Silver City & Northern Ry. and apparently had been obtained in used condition by that road. The original status of this locomotive is unknown, nor have records been found describing it)

2401 SCN 1 Baldwin 1881

2402 CLASS. 0-8-0. 17x24-51-91700-140-16200

(This locomotive was rebuilt from 2-8-0 type, wt. 89300. It was ordered from the Brooks Works in 1892 by the Southwestern Coal & Iron Co. for the Silver City & Northern Ry.)

2402 SCN 2 Brooks 1892 2092 Scrapped, Corwith, 6-16

2403 CLASS. 2-8-0. 19x26-48-136200-149500-140-23200

(This locomotive was the famous "Uncle Dick" built for the New Mexico & Southern Pacific for use as helper engine over Raton Pass. At the time of its construction, it was the most powerful locomotive ever built. Original dimensions were:

20x26-42-100000-115000-130-27360

Originally built as a saddle-tank 2-8-0 type, it was rebuilt to conventional 2-8-0 type with separate tender. Saddle tank removed after completion of Raton Tunnel in July, 1879.

2403 901 504 NM&SP 204 Baldwin 1878 4500 Scrapped, Albuquerque, 5-25-21

2404 CLASS. 2-8-0. 19x28-51-93000-108500-140-23600

1900	1898	Orig.				
2404	902	279	Baldwin	1882	6083	Scrapped, Raton, 12-26-14
2405	903	280	Baldwin	1882	6062	Scrapped, Alb., 5-17-26
2406	904	283	Baldwin	1882	6104	Scrapped, Alb., 5-23-19
2407	905	282	Baldwin	1882	6106	Scrapped, Clovis, 5-21-24
2408	906	136	Baldwin	1880	5286	Scrapped, Topeka, 8-4-22
2409	907	137	Baldwin	1880	5289	Scrapped, Clovis, 2-29-24
2410	908	138	Baldwin	1880	5299	Scrapped, Clovis, 12-31-24
2411	909	139	Baldwin	1880	5300	Scrapped, Topeka, 4-14-26
2412	910	130	Baldwin	1880	5254	Scrapped, 11-16-23, Topeka
2413	911	131	Baldwin	1880	5257	Scrapped, Alb., 12-31-21
2414	912	132	Baldwin	1880	5266	Rebit. 0-8-0, wt. 122112. See note
2415	913	133	Baldwin	1880	5268	Scrapped, La Junta, 7-19-19
2416	914	134	Baldwin	1880	5267	Scrapped, Topeka, 12-23-22
2417	915	135	Baldwin	1880	5275	Scrapped, La Junta, 2-23-21

(Note: Engine 2414 was restored to its original appearance and its original number 132 restored at Topeka Shops in 1940. It has been preserved for use on special occasions)

2418 CLASS. 0-6-0. 17x24-51

(This locomotive was rebuilt from 2-6-0 type about 1902. It was originally built for the Los Angeles & San Gabriel Valley Ry. as their #4; became California Southern #21, then Southern California #50. When acquired by the Santa Fe, it was numbered 0213; when rebuilt to 0-6-0, it was renumbered 2418.)

2418 0213 SC 50 CS 21 LA&SGV 4 Pittsburgh 1886 861 Scrapped about 1905

2419 CLASS. 0-4-0T. 17x24-51-100000-160-18500

(Obtained from the Santa Fe Terminal Ry. of California and used as shop goat at Needles)

2419	SFT 1	Baldwin	1900	17333	

2420 CLASS. 0-8-0. 18x24-51-117300

(Rebuilt from 2-8-0 type. Used on the Arizona & Utah Ry. and on the Beaumont Wharf & Terminal Ry. Original ownership has not been ascertained)

2420	A&U 1	BW&T 2	Baldwin		Scrapped, Cleburne, 9-25-24

2421 CLASS. 4-6-0. 19x24-56-106800-130800-172-22270

Note: Of the 2421 class engines, SFP&P nos. 1-9 were built to burn Gallup coal and had diamond stacks, as did P&E nos. 10-12. They were changed to oil-burners about 1901. A&C nos. 14-16 were built as oil-burners for main line passenger service.

(These locomotives came from the Santa Fe, Prescott & Phoenix, the Prescott & Eastern and the Arizona & California Rys.)

2421	SFP&P	1	Brooks	1893	2235	Scrapped, San Bdno., 9-25-24
2422	SFP&P	2	Brooks	1893	2237	Scrapped, San Bdno., 8-29-27
2423	SFP&P	3	Brooks	1893	2238	Scrapped, Richmond, 7-21-24
2424	SFP&P	4	Brooks	1893	2321	Scrapped, San Bdno., 10-22-27
2425	SFP&P	5	Brooks	1893	2322	Scrapped, San Bdno., 5-16-24
2426	SFP&P	6	Brooks	1893	2323	Scrapped, San Bdno., 8-10-22
2427	SFP&P	7	Brooks	1894	2476	Scrapped, Calwa, 5-19-31
2428	SFP&P	8	Brooks	1894	2477	Scrapped, San Bdno., 12-1-27
2429	SFP&P	9	Brooks	1895	2521	Scrapped, San Bdno., 2-15-22
2430	SFP&P	10	Brooks	1898	3074	Scrapped, San Bdno., 1-17-22
2431	P&E	11	Brooks	1898	3073	Scrapped, San Bdno., 10-10-27
2432	P&E	12	Brooks	1898	3072	Scrapped, Albuquerque, 4-3-22
2433	A&C	14	Brooks	1903	27602	Scrapped, Topeka, 12-7-23
2434	A&C	15	Brooks	1903	27603	Scrapped, San Bdno., 12-29-25
2435	A&C	16	Brooks	1903	27604	Scrapped, Los Angeles, 11-18-26

2436 CLASS. 4-6-0. 18x26-56-96000-124000-150-23000

(These two locomotives were originally built for a South American road, the Cia Agricola de Colombres, but were delivered to the Wichita Falls & Northwestern Ry. and used in the construction of that road in western Oklahoma. They were sold in June 1913 to the Clinton & Oklahoma Western Ry. They became the property of the Santa Fe on purchase of the C&OW in 1929)

2436	C&OW 26	WF&NW 26	Baldwin	1911	36293	Scrapped, Albuquerque, 10-31-29
2437	C&OW 27	WF&NW 27	Baldwin	1911	36294	Scrapped, Albuquerque, 11-19-29

(No. 2438 vacant)

2439 CLASS. 2-8-0. 19x26-50-131200-147200-180-28800

(Locomotives of this and the 2442 Class were built for the Santa Fe, Prescott and Phoenix and later assigned to a subsidiary, the Bradshaw Mountain, without change in numbering). Nos. 2440 and 2441 renumbered 9440 and 9441, Feb. 23, 1946.

2439	BM 51	SFP&P 51	ALCo-Brooks	1904	29720	Scrapped, Phoenix, 7-20-40
2440	BM 52	SFP&P 52	ALCo-Brooks	1904	29721	
2441	BM 53	SFP&P 53	ALCo-Brooks	1904	29722	As No. 9441, scrapped, Prescott, 7-31-47

2442 CLASS. 2-8-0. 19x26-50-135100-151100-180-28800

2442	BM 54	SFP&P 54	ALCo-Brooks	1906	41123	Renumb. 9442, 2-23-46
2443	BM 55	SFP&P 55	ALCo-Brooks	1906	41124	Scrapped, Phoenix, 8-30-40
2444	BM 56	SFP&P 56	ALCo-Brooks	1906	41125	Scrapped, 2-4-39, San Bdno.

2445 CLASS. 2-6-0. 19x24-55-98650-118100-155-20800

(These locomotives were acquired in 1936 when the Fort Worth & Rio Grande branch was purchased from the Frisco. They were built originally for the International Equipment Co., nos. 22 and 24, and assigned to the FW&RG as nos. 6 and 23. They were numbered into the Frisco when it acquired control of the FW&RG. The engines were rebuilt at the GC&SF Cleburne shops soon after they were acquired by the Santa Fe). Renumbered 9445 and 9446 on 2-23-47 and scrapped under those numbers.

2445	SL-SF 354	FW&RG 6	Rhode Island	1891	2604	Scrapped, as #9445, Cleb., 7-26-47
3446	SL-SF 357	FW&RG 23	Rhode Island	1891	2606	Scrapped, as #9446, Cleb., 7-22-47

2447 CLASS. 2-6-2. 17x24-44-96000-125720-175-23400

(Built originally as Mt. Shasta Power Corp. #4, this locomotive successively became Pacific Gas & Electric Co. #4, Key System, Ltd., #4, Oakland Terminal Ry. Co. #4. It was obtained from the last-named company in 1944 by the Santa Fe, but was resold on Sept. 28, 1944, to the Modesto & Empire Traction Co. as their #9.)

2447	Baldwin	1923	56728	Sold, 9-28-44, Modesto & Empire Traction Co. #9

(Nos. 2448-2449 vacant)

2450 CLASS. 0-6-0T. 16x24-51-111660-180-18450

This locomotive renumbered from 2240. In 1946, renumbered 9450.

250	2240	210	Hinkley	1882	

(Nos. 2451-2499 vacant)

(All locomotives numbered in the 2500 series were obtained when the Kansas City, Mexico & Orient Ry. was acquired in 1929)

2500 CLASS. 0-6-0. 19x26-51-138500-180-28150

2500	KCM&O 17	ALCo-Pittsburgh	1909	46538	Scrapped, Topeka, 7-13-33
2501	KCM&O 18	ALCo-Pittsburgh	1909	46539	Scrapped, West Wichita, 5-17-33
2502	KCM&O 19	ALCo-Pittsburgh	1909	46540	Scrapped, Topeka, 9-18-33
2503	KCM&O 20	ALCo-Pittsburgh	1909	46541	Scrapped, Topeka, 7-19-34

2504 CLASS. 2-8-0. 23x30-51-194000-224000-180-47650

(Locomotives of this class were purchased in used condition by the KCM&O from the New York Central in 1927. Original NYC numbers were 2418 and 2420, later NYC nos. 2688 and 2690)

2504	KCM&O 21	NYC 2688	NYC 2418	ALCo-Schenectady	1903	27127	Scrapped, Top,. 12-26-34
2505	KCM&O 22	NYC 2690	NYC 2420	ALCo-Schenectady	1903	27129	Scrapped, Top., 12-6-33

2506 CLASS. 2-8-0. 23x30-51-196300-226700-180-47650

(Purchased in used condition from the New York Central in August, 1927. Originally NYC #2424, later NYC #2694)

2506	KCM&O 23	NYC 2694	NYC 2424	ALCo-Schenectady	1903	27133	Sold KCM&O of Mexico, 8-1946

2507 CLASS. 2-8-0. 23½x32-63-215500-239000-200-47700

(Purchased in used condition from the New York Central. Nos. 2507-2517 were obtained in May, 1927. Nos. 2518-2525 were obtained in August, 1927. Original boilers of Nos. 2508 and 2514 were condemned by the KCM&O in July, 1928, and new boilers, serial no. 38781, purchased from the American Locomotive Co.)

2507	KCM&O 51	NYC 2915	ALCo-Schenectady	1907	44061	
2508	KCM&O 52	NYC 2925	ALCo-Schenectady	1907	44071	
2509	KCM&O 53	NYC 2929	ALCo-Schenectady	1908	45187	
2510	KCM&O 54	NYC 2936	ALCo-Schenectady	1908	45194	
2511	KCM&O 55	NYC 2940	ALCo-Schenectady	1908	45198	
2512	KCM&O 56	NYC 2965	ALCo-Brooks	1910	47005	
2513	KCM&O 57	NYC 2971	ALCo-Brooks	1910	47011	
2514	KCM&O 58	NYC 2972	ALCo-Brooks	1910	47012	
2515	KCM&O 59	NYC 2975	ALCo-Brooks	1910	47015	
2516	KCM&O 60	NYC 2978	ALCo-Brooks	1910	47018	
2517	KCM&O 61	NYC 2982	ALCo-Brooks	1910	47022	Scrapped, Alb., 3-30-40
2518	KCM&O 62	NYC 2934	ALCo-Schenectady	1908	45192	
2519	KCM&O 63	NYC 2922	ALCo-Schenectady	1907	44068	
2520	KCM&O 64	NYC 2968	ALCo-Brooks	1910	47008	
2521	KCM&O 65	NYC 2948	ALCo-Schenectady	1908	45384	
2522	KCM&O 66	NYC 2976	ALCo-Brooks	1910	47016	
2523	KCM&O 67	NYC 2953	ALCo-Schenectady	1908	45389	
2524	KCM&O 68	NYC 2966	ALCo-Brooks	1910	47006	
2525	KCM&O 69	NYC 2909	ALCo-Schenectady	1907	44055	

2526 CLASS. 2-6-0. 21¼x28-63-146000-168000-200-34100

(Originally equipped with Allfree-Hubbell valves with 20x28″ cylinders. Rebuilt with conventional piston-valve cylinders by the KCM&O Ry. The group originally included KCM&O nos. 129-156, most of which were scrapped prior to 1929 and never renumbered to AT&SF. Details will be found in the appended KCM&O roster)

2526	KCM&O 130	ALCo-Cooke	1907	41228	Scrapped, Topeka, 1943	
2527	KCM&O 132	ALCo-Cooke	1907	41230	Scrapped, 1-30-39	
2528	KCM&O 133	ALCo-Cooke	1907	41231	Scrapped, Alb., 5-25-40	
2529	KCM&O 134	ALCo-Cooke	1907	41232	Scrapped, Topeka, 12-29-34	
2530	KCM&O 135	ALCo-Cooke	1907	41233		
2531	KCM&O 154	ALCo-Pittsburgh	1907	44212		
2532	KCM&O 145	ALCo-Pittsburgh	1907	44203	Scrapped, Topeka, 8-1947	
2533	KCM&O 149	ALCo-Pittsburgh	1907	44207	Scrapped, Topeka, 8-28-40	
2534	KCM&O 155	ALCo-Pittsburgh	1907	44213	Scrapped, 2-6-39	

(Note: Engine 2531 has 57″ drivers, tractive effort 37700 lbs.)

2535 CLASS. 2-8-0

All engines in this class were rebuilt by the KCM&O Ry. during the period, 1925-1927, with the following dimensions:

(A) 23x30-55-197000-233000-205-50200
(B) 22x30-55-186500-212500-200-44900

All originally had 22x30″ cyls., wt. 209000 lbs.
No. 2535 was rebuilt to 0-8-0 type by the AT&SF at Topeka in Jan. 1932. Dimensions:

23x30-55-233700-215-52800

2535	KCM&O 201	ALCo-Pittsburgh	1909	46533	(A)	Reblt. to 0-8-0
2536	KCM&O 202	ALCo-Pittsburgh	1909	46534	(A)	
2537	KCM&O 203	ALCo-Pittsburgh	1909	46535	(A)	
2538	KCM&O 204	ALCo-Pittsburgh	1909	46536	(A)	
2539	KCM&O 205	ALCo-Pittsburgh	1909	46537	(A)	
2540	KCM&O 206	ALCo-Pittsburgh	1911	48636	(A)	Sold to KCM&O Ry. of Mexico, 11-28-47
2541	KCM&O 207	ALCo-Pittsburgh	1911	48637	(B)	
2542	KCM&O 208	ALCo-Pittsburgh	1911	48638	(A)	
2543	KCM&O 209	ALCo-Pittsburgh	1911	48639	(B)	
2544	KCM&O 210	ALCo-Pittsburgh	1911	48640	(B)	
5245	KCM&O 211	ALCo-Pittsburgh	1911	48641	(B)	Sold to Hyman-Michaels, Chicago, 12-17-47 (Scrapped 1-16-48)
2546	KCM&O 212	ALCo-Pittsburgh	1911	48642	(A)	
2547	KCM&O 213	ALCo-Pittsburgh	1911	48643	(B)	
2548	KCM&O 214	ALCo-Pittsburgh	1911	48644	(A)	
2549	KCM&O 215	ALCo-Pittsburgh	1911	48645	(A)	

2550 CLASS. 2-8-0. 23x30-57-184000-206000-200-43300

This class originally had Allfree-Hubbell valves, cyls. 22x30", wt. 200000 lbs. Rebuilt by the KCM&O Ry. in 1923 with piston-valve cylinders and Walschaert valve gear.

2550	KCM&O 251	ALCo-Cooke	1906	38454	Scrapped, 4-29-39, Topeka
2551	KCM&O 252	ALCo-Cooke	1906	38455	

2552 CLASS. 2-8-0. 23x30-57-196000-222000-200-43300

This class originally had Allfree-Hubbell valves. Wt. engine, was 207000 lbs. Rebuilt in 1923 by the KCM&O Ry. with piston-valve cylinders and Walschaert valve gear. Further rebuilt in 1927.

2552	KCM&O 301	ALCo-Cooke	1906	38446
2553	KCM&O 302	ALCo-Cooke	1906	38447

2554 CLASS. 2-10-0. 25x28-52-178300-201500-180-51500

These engines were among the decapods built for the Russian Government but not exported on account of the Russian revolution. Numbers were assigned by the United States Ordnance Dept. and the engines sold to various American roads after changing to standard gauge from the Russian gauge of five feet. There is evidence that Orient nos. 402 and 403 had seen previous service on the Wichita Falls, Ranger & Ft. Worth. Original wt. No. 401, 204200 lbs.; Nos. 402 and 403, 197900 lbs.

2554	KCM&O 401	U.S.Govt. 1169	Baldwin	1918	48056	Scrapped, Top., 8-28-34
2555	KCM&O 402	U.S.Govt. 1180	Baldwin	1918	48135	Scrapped, Top., 9-26-30
2556	KCM&O 403	U.S.Govt. 1184	Baldwin	1918	48139	Scrapped, Top., 10-22-34

2557 CLASS. 4-4-0

The original group consisted of nos. 501-503, equipped with diamond stack and Allfree-Hubbell valves. Piston-valve cylinders and Walschaert valve gear were applied by the KCM&O in 1921. No. 502 was scrapped prior to 1929. No. 503 was again rebuilt at Wichita in June, 1926, with thermic syphons. The group originally had 19x26" cyls., wt. 139000 lbs. As finally rebuilt, dimensions of nos. 501 and 503 were:

No. 501, 19½x26-69-96000-142000-190-22260
No. 503, 18x26-69-96000-139000-200-20800

2557	KCM&O 501	ALCo-Cooke	1906	38448	Scrapped, Topeka, 6-13-30
2558	KCM&O 503	ALCo-Cooke	1906	38450	Scrapped, Topeka, 6-26-30

2559 CLASS. 2-8-0. 21x30-63-161500-180500-200-35800

These locomotives were purchased from the New York Central Railroad by the St. Louis and Hannibal R. R. in 1923 and resold to the KCM&O. They were originally built for the Lake Shore & Michigan Southern R. R. by the Brooks Locomotive Works. They were rebuilt by the KCM&O at the Wichita Shops in 1927 with Walschaert valve gear applied. Due to the fact that the valve chambers were located between the frames, a special design of this gear was necessary. It was designed by Mr. Orris Bilger, then Mechanical Engineer for the Orient road. Orient #705 had been rebuilt by the New York Central with boiler from engine 5810 and chassis from engine 5834.

AT&SF	KCM&O	NYC	LS&MS				
2559	701	5758	758	Brooks	1901	3885	Scrapped, Topeka, 10-9-33
2560	702	5793	793	Brooks	1902	4075	Scrapped, Topeka, 12-13-33
2561	703	5803	803	Brooks	1902	4085	Scrapped, Topeka, 12-28-33
2562	704	5831	831	Brooks	1903	27110	Scrapped, Topeka, 12-28-33
		5810	810		1902	25931	
2563	705	(	)	Brooks	(	)	Scrapped, Topeka, 1-29-34
		5834	834		1903	27113	
2564	706	5838	838	Brooks	1903	27117	Scrapped, Topeka, 10-11-30

2565 CLASS. 2-10-0. 25x30-57-227000-253630-215-60000

2565	KCM&O 801	Baldwin	1925	58571
2566	KCM&O 802	Baldwin	1925	58572
2567	KCM&O 803	Baldwin	1925	58573
2568	KCM&O 804	Baldwin	1925	58574
2569	KCM&O 805	Baldwin	1925	58575

(Nos. 2570-2899 vacant)

2900 CLASS. 4-8-4. 28x32-80-295000-510700-300-66000

(Built by the Baldwin Locomotive Works late in 1943 and early 1944)

2900-2929 Baldwin 1943-44 69788-69817

(Nos. 2930-2999 vacant)

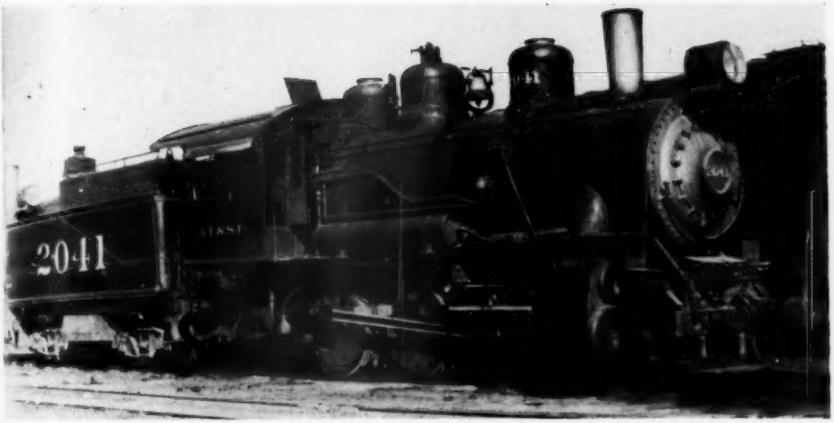
3000 CLASS. 2-10-10-2. 28&38x32-57-550000-616000-225-111600

Mallet articulated compound. They were the most powerful locomotives in the world at the time of construction. These ten locomotives were assembled at the Topeka Shops in 1911 from ten existing members of the 900 and 1600 classes as high-pressure units and ten low-pressure units obtained from the Baldwin Works. They were equipped with special turtle-back tenders built by Baldwin. No Baldwin factory numbers were applied to the low-pressure units.

Beginning in 1915, these locomotives were rebuilt into twenty simple 2-10-2 type, the high pressure units becoming the 3010 Class (Nos. 3010-3019) and the low-pressure units becoming the 3020 Class (nos. 3020-3029). Both rebuilt classes were given 28x32" cyls., 57" drivers, 200 lbs. steam and tractive effort, 74800 lbs. Weights, as rebuilt, were:

242000-293290 for Nos. 3010, 3015-3019
272700-317400 for Nos. 3011-3014, 3024-3027
248300-298350 for Nos. 3020-3023, 3028-3029

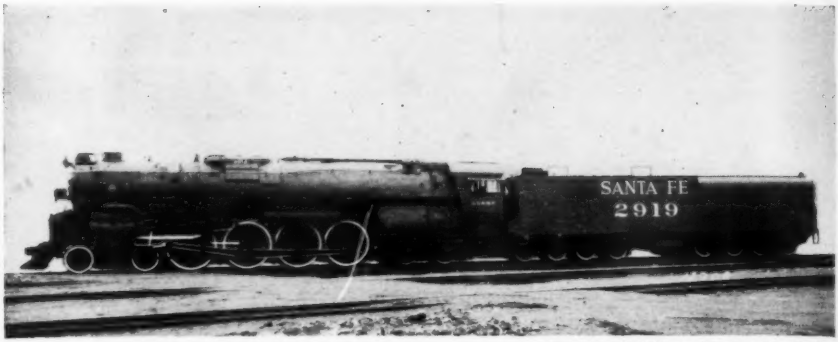
Details of rebuilding are shown below:



A. T. & S. F. #2041—Baldwin, Oct. 1911 (#37042). San Francisco, Cal., 11/7/37.

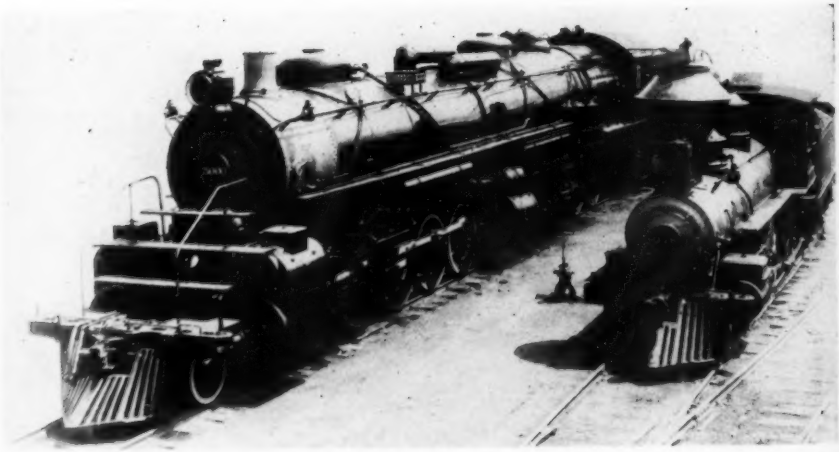
Courtesy of Preston George

A. T. & S. F. #2525—ALCo—Schen, 1907 (#44055). Originally New York Central #2909. Sold to KCM&O, Aug., 1927, and numbered 69. Sold to AT&SF, 1929, and numbered 2525. Clinton, Okla., 10/2/38.



Courtesy of Baldwin Locomotive Works

A. T. & S. Fe #2919—Baldwin, 1944. A modern passenger locomotive for long runs and heavy trains.



The "old" and the "new" on the Santa Fe in 1911.

Engine 3000, at left, was one of ten units built in 1911 and then the world's most powerful locomotives. Engine 048, at right, was built in 1878 by the Baldwin Locomotive Works, Philadelphia.

Engine Number	High-Pressure Units Were nos.	Now nos.	Rebuilt	Low-Pressure Units Now Nos.	Rebuilt
3000	949	3014	Top., 1-17	3024	Top., 5-17
3001	957	3012	Top., 7-16	3022	Top., 1-17
3002	1616	3010	Top., 7-15	3020	Top., 10-15
3003	980	3016	Top., 6-17	3026	Top., 2-18
3004	1611	3011	Top., 9-15	3021	Top., 11-15
3005	1617	3013	S. B., 6-16	3023	S. B., 1-17
3006	981	3017	Top., 10-17	3027	Top., 3-18
3007	916	3018	S. B., 5-17	3028	S. B., 2-18
3008	924	3019	S. B., 4-17	3029	S. B., 3-18
3009	970	3015	Top., 2-17	3025	Top., 12-17

3010 CLASS. 2-10-2

3010	1616	Baldwin	1905	26351	Scrapped, Albuquerque, 9-21-40
3011	1611	Baldwin	1905	26291	
3012	957	Baldwin	1904	23522	
3013	1617	Baldwin	1905	26352	
3014	949	Baldwin	1904	23374	
3015	970	Baldwin	1904	23740	Scrapped, 2-17-39, San Bdno.
3016	980	Baldwin	1904	23910	
3017	981	Baldwin	1904	23911	Scrapped, San Bdno., 8-28-40
3018	916	Baldwin	1903	22793	Scrapped, San Bdno., 8-21-40
3019	924	Baldwin	1903	22951	Scrapped, San Bdno., 8-17-40

3020 CLASS. 2-10-2

3020	Baldwin	1911	Scrapped, San Bdno., 8-24-40
3021	Baldwin	1911	Scrapped, San Bdno., 8-12-40
3022	Baldwin	1911	Scrapped, San Bdno., 8-12-40
3023	Baldwin	1911	Scrapped, San Bdno., 8-5-40
3024	Baldwin	1911	Scrapped, Chicago, 2-11-48
3025	Baldwin	1911	Scrapped, Cleburne, 8-8-40
3026	Baldwin	1911	
3027	Baldwin	1911	
3028	Baldwin	1911	Scrapped, San Bdno., 8-15-40
3029	Baldwin	1911	Scrapped, Topeka, 7-27-40

3100 CLASS. 2-8-2. 25x32-57-220200-283700-200-59600

3100	Baldwin	1913	39767	3115	Baldwin	1913	39854
3101	Baldwin	1913	39768	3116	Baldwin	1913	39855
3102	Baldwin	1913	39803	3117	Baldwin	1913	39856
3103	Baldwin	1913	39804	3118	Baldwin	1913	39888
3104	Baldwin	1913	39805	3119	Baldwin	1913	39889
3105	Baldwin	1913	39806	3120	Baldwin	1913	39890
3106	Baldwin	1913	39807	3121	Baldwin	1913	39891
3107	Baldwin	1913	39846	3122	Baldwin	1913	39892
3108	Baldwin	1913	39847	3123	Baldwin	1913	39893
3109	Baldwin	1913	39848	3124	Baldwin	1913	39894
3110	Baldwin	1913	39849	3125	Baldwin	1913	39895
3111	Baldwin	1913	39850	3126	Baldwin	1913	39896
3112	Baldwin	1913	39851	3127	Baldwin	1913	39897
3113	Baldwin	1913	39852	3128	Baldwin	1913	39898
3114	Baldwin	1913	39853				

3129 CLASS. 2-8-2. 25x32-57-226300-295000-200-59600

3129	Baldwin	1916	43064
3130	Baldwin	1916	43091
3131	Baldwin	1916	43092
3132	Baldwin	1916	43093
3133	Baldwin	1916	43094
3134	Baldwin	1916	43095
3135	Baldwin	1916	43138
3136	Baldwin	1916	43139
3137	Baldwin	1916	43154
3138	Baldwin	1916	43155
3139	Baldwin	1916	43186
3140	Baldwin	1916	43187
3141	Baldwin	1916	43188
3142	Baldwin	1916	43189
3143	Baldwin	1916	43263
3144	Baldwin	1916	43264
3145	Baldwin	1916	43265
3146	Baldwin	1916	43266
3147	Baldwin	1916	43292
3148	Baldwin	1916	43293
3149	Baldwin	1916	43294
3150	Baldwin	1916	43295
3151	Baldwin	1916	43296
3152	Baldwin	1916	43297
3153	Baldwin	1916	43298
3154	Baldwin	1916	43299
3155	Baldwin	1916	43352
3156	Baldwin	1916	43353
3157	Baldwin	1916	43397
3158	Baldwin	1916	43398

(No. 3159 vacant)

3160 CLASS. 2-8-2

(A) 27x32-63-258800-340800-200-63000
(B) 27x32-63-257300-344400-200-63000
(C) 27x32-63-259800-348400-200-63000
(D) 27x32-63-258900-341900-200-63000
(E) 27x32-63-253400-336500-200-63000

Nos. 3160-3187 had Baker valve gear; others Walschaert.

3160	Baldwin	1917	46676	(A)
3161	Baldwin	1917	46728	(A)
3162	Baldwin	1917	46818	(A)
3163	Baldwin	1917	46819	(A)
3164	Baldwin	1917	46961	(A)
3165	Baldwin	1917	46962	(A)
3166	Baldwin	1917	46963	(A)
3167	Baldwin	1917	46964	(A)
3168	Baldwin	1917	46965	(A)
3169	Baldwin	1918	47281	(A)
3170	Baldwin	1918	47389	(A)
3171	Baldwin	1918	47488	(A)
3172	Baldwin	1918	47571	(A)
3173	Baldwin	1918	47689	(A)
3174	Baldwin	1918	47690	(A)
3175	Baldwin	1918	47691	(A)
3176	Baldwin	1918	47743	(A)
3177	Baldwin	1918	47794	(A)
3178	Baldwin	1918	47863	(A)
3179	Baldwin	1918	47915	(A)
3180	Baldwin	1918	47916	(A)
3181	Baldwin	1918	47917	(A)
3182	Baldwin	1918	47964	(A)
3183	Baldwin	1918	48024	(A)
3184	Baldwin	1918	48025	(A)
3185	Baldwin	1918	48077	(A)
	Boiler exploded in Dec. 1921 at Kansas City; new boiler applied.			
3186	Baldwin	1918	48146	(A)
3187	Baldwin	1918	48147	(A)
3188	Baldwin	1918	48263	(A)
3189	Baldwin	1918	48264	(B)
3190	Baldwin	1918	48265	(C)
3191	Baldwin	1918	48266	(C)
3192	Baldwin	1918	48349	(B)
3193	Baldwin	1918	48350	(B)
3194	Baldwin	1918	48669	(A)
3195	Baldwin	1918	48670	(A)
3196	Baldwin	1918	48671	(A)
3197	Baldwin	1918	48672	(A)
3198	Baldwin	1918	48673	(A)
3199	Baldwin	1918	48730	(B)
3200	Baldwin	1918	48896	(C)
3201	Baldwin	1918	48897	(B)
3202	Baldwin	1918	48898	(A)
3203	Baldwin	1918	48948	(A)
3204	Baldwin	1918	49082	(A)
3205	Baldwin	1918	49083	(A)
3206	Baldwin	1918	49163	(A)
3207	Baldwin	1918	49164	(A)
3208	Baldwin	1918	49292	(A)
3209	Baldwin	1918	49293	(A)
3210	Baldwin	1918	49294	(A)
3211	Baldwin	1918	49389	(A)
3212	Baldwin	1918	49390	(A)
3213	Baldwin	1918	49391	(C)
3214	Baldwin	1918	49470	(C)
3215	Baldwin	1918	49471	(C)
3216	Baldwin	1918	49540	(B)
3217	Baldwin	1918	49619	(A)

3218	Baldwin	1918	49923	(C)
3219	Baldwin	1918	50128	(C)
3220	Baldwin	1918	50206	(C)
3221	Baldwin	1918	50209	(A)
3222	Baldwin	1918	50549	(A)
3223	Baldwin	1919	50886	(C)
3224	Baldwin	1919	50887	(C)
3225	Baldwin	1919	50888	(B)
3226	Baldwin	1919	50889	(C)
3227	Baldwin	1919	50890	(C)
3228	Baldwin	1919	51028	(C)
3229	Baldwin	1919	51029	(A)
3230	Baldwin	1919	51078	(C)
3231	Baldwin	1919	51116	(A)
3232	Baldwin	1919	51117	(A)
3233	Baldwin	1919	51150	(A)
3234	Baldwin	1919	51151	(A)
3235	Baldwin	1919	51232	(B)
3236	Baldwin	1919	51252	(A)
3237	Baldwin	1919	51253	(A)
3238	Baldwin	1919	51303	(C)
3239	Baldwin	1919	51304	(C)
3240	Baldwin	1919	51380	(C)
3241	Baldwin	1919	51381	(C)
3242	Baldwin	1919	51382	(C)
3243	Baldwin	1919	51437	(C)
3244	Baldwin	1919	51438	(C)
3245	Baldwin	1919	51439	(C)
3246	Baldwin	1919	51476	(C)
3247	Baldwin	1919	51511	(B)
3248	Baldwin	1919	51512	(B)
3249	Baldwin	1919	51513	(B)
3250	Baldwin	1919	51554	(B)
3251	Baldwin	1919	51575	(B)
3252	Baldwin	1919	51580	(B)
3253	Baldwin	1919	51581	(B)
3254	Baldwin	1919	51582	(B)
3255	Baldwin	1919	51583	(B)
3256	Baldwin	1919	51626	(B)
3257	Baldwin	1919	51659	(B)
3258	Baldwin	1920	53319	(D)
3259	Baldwin	1920	53330	(D)
3260	Baldwin	1920	53331	(D)
3261	Baldwin	1920	53350	(D)
3262	Baldwin	1920	53351	(E)
3263	Baldwin	1920	53364	(D)
3264	Baldwin	1920	53376	(D)
3265	Baldwin	1920	53377	(D)
3266	Baldwin	1920	53378	(D)
3267	Baldwin	1920	53379	(D)
3268	Baldwin	1920	53380	(D)
3269	Baldwin	1920	53398	(D)
3270	Baldwin	1920	53399	(D)
3271	Baldwin	1920	53430	(D)
3272	Baldwin	1920	53431	(D)
3273	Baldwin	1920	53432	(D)
3274	Baldwin	1920	53433	(D)
3275	Baldwin	1920	53434	(D)
3276	Baldwin	1920	53461	(D)
3277	Baldwin	1920	53462	(D)
3278	Baldwin	1920	53463	(D)
3279	Baldwin	1920	53464	(D)
3280	Baldwin	1920	53504	(E)
3281	Baldwin	1920	53505	(D)
3282	Baldwin	1920	53526	(D)
3283	Baldwin	1920	53272	(D)
3284	Baldwin	1920	53299	(D)
3285	Baldwin	1920	53300	(D)
3286	Baldwin	1920	53301	(D)
3287	Baldwin	1920	53318	(D)

(Nos. 3288-3295 vacant)

3296 CLASS. 2-8-8-0. 24&38x32-57-366000-391500-200-83650

Constructed in 1911 from 2-8-0 type engines 1972, 1974, 1975 and 1976 as high pressure units and numbered 3200-3203. Renumbered 3296-3299 in 1917 to make room for the 3160 class. Rebuilt at Topeka Shops in 1923, restoring nos. 1972, 1974, 1975 and 1976 to their original status.

3296	3200	1974	AT&SF Ry.	3-11	Reblt.	9-23 to No. 1974	Baldwin	#32023
3297	3201	1975	AT&SF Ry.	2-11	Reblt.	6-23 to No. 1975	Baldwin	#32044
3298	3202	1976	AT&SF Ry.	6-11	Reblt.	10-23 to No. 1976	Baldwin	#32045
3299	3203	1972	AT&SF Ry.	6-11	Reblt.	6-23 to No. 1972	Baldwin	#32003

3300 CLASS. 2-6-6-2

Mallet articulated compound. Nos. 3300-3319 had rigid boiler; Nos. 3320-3323 had jointed (flexible) boiler. Dimensions of the two groups were:

Nos. 3300-3319, 24&38x28-69-329000-400800-220-62400
Nos. 3320-3323, 24&38x28-69-315000-381800-220-62400

3300	Baldwin	1911	37338	Scrapped, Albuquerque, 4-13-29
3301	Baldwin	1911	37283	Scrapped, Albuquerque, 12-10-27
3302	Baldwin	1911	37284	Scrapped, Albuquerque, 8-15-28

3303	Baldwin	1911	37289	Scrapped, Topeka, 5-24-34
3304	Baldwin	1911	37290	Scrapped, Albuquerque, 9-4-28
3305	Baldwin	1911	37291	Scrapped, Albuquerque, 4-6-29
3306	Baldwin	1911	37292	Scrapped, Topeka, 4-10-33
3307	Baldwin	1911	37312	Scrapped, Topeka, 4-3-30
3308	Baldwin	1911	37313	Scrapped, Topeka, 1-28-31
3309	Baldwin	1911	37314	Scrapped, Albuquerque, 4-3-30
3310	Baldwin	1911	37320	Scrapped, Albuquerque, 11-30-27
3311	Baldwin	1911	37321	Scrapped, Albuquerque, 9-13-29
3312	Baldwin	1911	37322	Scrapped, Albuquerque, 8-23-29
3313	Baldwin	1911	37323	Scrapped, Albuquerque, 6-28-28
3314	Baldwin	1911	37339	Scrapped, Albuquerque, 8-14-29
3315	Baldwin	1911	37340	Scrapped, Albuquerque, 9-15-28
3316	Baldwin	1911	37341	Scrapped, Albuquerque, 2-4-29
3317	Baldwin	1911	37342	Scrapped, Albuquerque, 3-16-29
3318	Baldwin	1911	37343	Scrapped, Albuquerque, 8-7-29
3319	Baldwin	1911	37344	Scrapped, Albuquerque, 3-30-29
3320	Baldwin	1911	37345	Scrapped, Albuquerque, 4-23-29
3321	Baldwin	1911	37346	Scrapped, Albuquerque, 5-21-26
3322	Baldwin	1911	37347	Scrapped, Albuquerque, 12-19-27
3323	Baldwin	1911	37348	Scrapped, Albuquerque, 1-18-29

(Nos. 3324-3399 vacant)

3400 CLASS. 4-6-2

All were built with cyls. 25x28", drivers 74", steam pressure 210 lbs. and tractive effort 42200 lbs. Weights were as follows:

Nos. 3400-3419, 191500-317300 Nos. 3420-3429, 190600-314900
Nos. 3430-3439, 188100-308400 Nos. 3440-3449, 191200-312000

The majority of the locomotives in this class have since been rebuilt with 79" drivers, steam 220 lbs. wt. of engine 322100 lbs. and tractive effort, 41400 lbs.

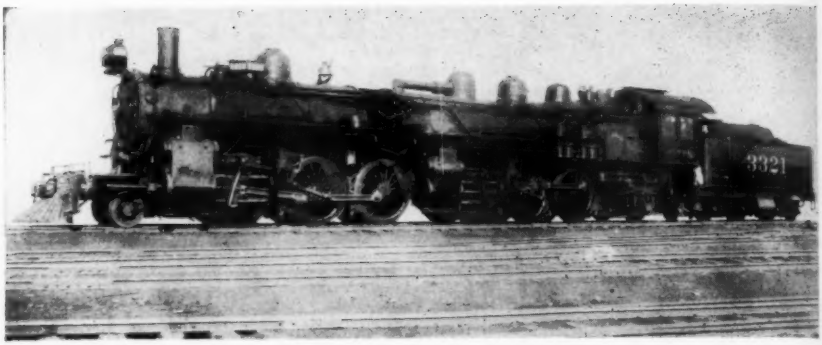
3400	Baldwin	1919	51390	Reblt., Topeka, 5-42
3401	Baldwin	1919	51484	Reblt., Topeka, 6-43
3402	Baldwin	1919	51566	Reblt., Topeka, 9-42
3403	Baldwin	1919	51593	Reblt., Topeka, 3-44
3404	Baldwin	1919	51594	Reblt., Topeka, 2-40
3405	Baldwin	1919	51629	Reblt., Topeka, 6-40
3406	Baldwin	1919	51630	Reblt., Topeka, 9-40
3407	Baldwin	1919	51660	Reblt., Topeka, 7-41
3408	Baldwin	1919	51661	Reblt., Topeka, 10-42
3409	Baldwin	1919	51662	
3410	Baldwin	1919	51784	Reblt., Topeka, 2-44
3411	Baldwin	1919	51785	
3412	Baldwin	1919	51858	Reblt., Topeka, 9-39
3413	Baldwin	1919	51859	Reblt., Topeka, 10-40
3414	Baldwin	1919	51860	Reblt., Cleb., 12-43
3415	Baldwin	1919	51861	Reblt., Topeka, 2-42
3416	Baldwin	1919	51888	Reblt., Topeka, 10-39
3417	Baldwin	1919	51889	Reblt., Cleb., 10-43
3418	Baldwin	1919	51890	Reblt., Topeka, 3-43
3419	Baldwin	1919	51891	Reblt., Topeka, 9-40
3420	Baldwin	1921	54948	Reblt., Topeka, 8-35
3421	Baldwin	1921	54949	Reblt., Topeka, 5-40
3422	Baldwin	1921	54950	Reblt., Topeka, 1-42
3423	Baldwin	1921	54951	Reblt., Cleb., 3-44
3424	Baldwin	1921	54952	Reblt., Topeka, 6-44

Courtesy of G. M. Best

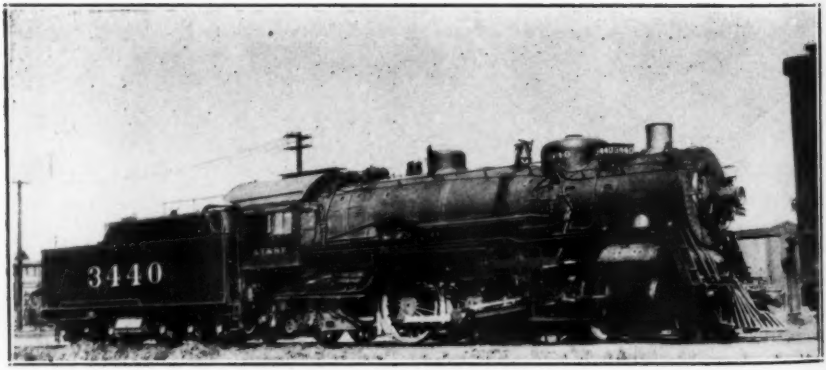
A. T. & S. F. #3119—Baldwin #39889 1913.

Courtesy of G. M. Best

A. T. & S. F. #3247—Baldwin #51511 1919.



A. T. & S. F. #3321—Baldwin #37346 1911. Mallet compound with jointed (flexible) boiler.



A. T. & S. Fe #3440, Baldwin, 1924, at Denver, Colo., 1936.

3425	Baldwin	1921	54978	Reblt., Topeka, 5-37
3426	Baldwin	1921	54979	Reblt., Topeka, 9-40
3427	Baldwin	1921	54980	Reblt., Topeka, 8-40
3428	Baldwin	1921	54981	Reblt., Topeka, 6-40
3429	Baldwin	1921	54982	Reblt., Topeka, 6-40
3430	Baldwin	1923	56503	Reblt., Topeka, 4-41
3431	Baldwin	1923	56598	Reblt., Topeka, 8-44
3432	Baldwin	1923	56599	Reblt., Topeka, 7-44
3433	Baldwin	1923	56600	Reblt., Topeka, 4-43
3434	Baldwin	1923	56601	Reblt., Topeka, 6-39
3435	Baldwin	1923	56683	Reblt., Topeka, 1-40
3436	Baldwin	1923	56684	Reblt., Topeka, 11-39
3437	Baldwin	1923	56685	Reblt., Topeka, 8-39
3438	Baldwin	1923	56770	Reblt., Topeka, 6-36
3439	Baldwin	1923	56771	Reblt., Topeka, 9-39
3440	Baldwin	1924	57674	Reblt., Topeka, 12-42
3441	Baldwin	1924	57675	Reblt., Topeka, 12-40
3442	Baldwin	1924	57676	Reblt., Topeka, 3-41
3443	Baldwin	1924	57677	
3444	Baldwin	1924	57689	
3445	Baldwin	1924	57690	
3446	Baldwin	1924	57691	Reblt., Topeka, 8-44
3447	Baldwin	1924	57692	Reblt., Topeka, 5-44
3448	Baldwin	1924	57693	Reblt., Topeka, 4-37
3449	Baldwin	1924	57694	

Note: Nos. 3400-3429 had Elesco feedwater heaters applied by the Santa Fe; the others had heaters applied when built.

3450 CLASS. 4-6-4. 25x28-74-198300-343900-220-44250

All members of this class have been rebuilt with 79" disc-center drivers. Steam pressure increased to 228 lbs., tractive effort, 42950 lbs., wt. total engine, 352600 lbs. All changes were made at the Topeka Shops, 1936-1939.

3450	Baldwin	1927	59993	Reblt., 5-37
3451	Baldwin	1927	59994	Reblt., 4-38
3452	Baldwin	1927	59995	Reblt., 12-37
3453	Baldwin	1927	59996	Reblt., 7-37
3454	Baldwin	1927	59997	Reblt., 10-37
3455	Baldwin	1927	60033	Reblt., 11-39
3456	Baldwin	1927	60034	Reblt., 6-36
3457	Baldwin	1927	60035	Reblt., 7-36
3458	Baldwin	1927	60036	Reblt., 7-39
3459	Baldwin	1927	60037	Reblt., 4-39

3460 CLASS. 4-6-4. 23 ½ x29 ½ -84-213440-412380-300-49300

These locomotives are designed for 310 lbs. steam. They have disc-center drivers and roller bearings on all engine and tender axles. Tender capacity 20000 gals. water and 7000 gals. oil. Engine 3460 is streamlined and weighs 211400-420400.

3460	Baldwin	1937	62083
3461	Baldwin	1937	62084
3462	Baldwin	1937	62085
3463	Baldwin	1937	62086
3464	Baldwin	1937	62087
3465	Baldwin	1937	62088

(The streamlining on locomotive 3460 was later somewhat modified to make it more accessible for repairs.)

(nos. 3466-3499 vacant)

3500 CLASS. 4-6-2

23½x28-73-167000-285480-220-39650

(Nos. 3514-3519 weigh 169500-289200)

These locomotives were originally four-cyl. balanced compound, the last compounds built for the Santa Fe. Original dimensions, as compounds, were:

17½&29x28-73-165000-277700-210-34000

All have been converted to simple engines, with Walschaert valve grear.

3500	Baldwin	1914	41181	Conv., Top., 1-22. Scrapped, Top., 4-8-40
3501	Baldwin	1914	41182	Conv., Top., 11-21
3502	Baldwin	1914	41183	Conv., Top., 1-22. Scrapped, Top., 3-1-40
3503	Baldwin	1914	41184	Conv., Top., 12-21
3504	Baldwin	1914	41185	Conv., Top., 11-21
3505	Baldwin	1914	41186	Conv., Top., 12-21. Scrapped, Top., 5-18-40
3506	Baldwin	1914	41187	Conv., Top., 1-22
3507	Baldwin	1914	41188	Conv., Top., 12-21
3508	Baldwin	1914	41189	Conv., Top., 1-22
3509	Baldwin	1914	41190	Conv., Top., 12-21
3510	Baldwin	1914	41203	Conv., Top., 1-22
3511	Baldwin	1914	41204	Conv., Top., 1-22
3512	Baldwin	1914	41205	Conv., Top., 2-21
3513	Baldwin	1914	41206	Conv., Top., 1-22
3514	Baldwin	1914	41207	Conv., Alb., 3-22. Scrapped, La Junta, 8-9-40
3515	Baldwin	1914	41208	Conv., Alb., 5-22. Scrapped, La Junta, 8-19-40
3516	Baldwin	1914	41209	Conv., Alb., 4-22
3517	Baldwin	1914	41210	Conv., Alb., 4-22
3518	Baldwin	1914	41211	Conv., Alb., 5-22
3519	Baldwin	1914	41212	Conv., Top., 12-21
3520	Baldwin	1914	41230	Conv., S.B., 5-22
3521	Baldwin	1914	41231	Conv. S.B., 10-23
3522	Baldwin	1914	41232	Conv., S.B., 5-22
3523	Baldwin	1914	41233	Conv., S.B., 6-22
3524	Baldwin	1914	41234	Conv., S.B., 12-22
3525	Baldwin	1914	41235	Conv., S.B., 3-22
3526	Baldwin	1914	41236	Conv., S.B., 4-22
3527	Baldwin	1914	41237	Conv., S.B., 1-22
3528	Baldwin	1914	41238	Conv., S.B., 1-22
3529	Baldwin	1914	41239	Conv., S.B., 8-23
3530	Baldwin	1914	41247	Conv., S.B., 2-22. Scrapped, S.B., 8-30-40
3531	Baldwin	1914	41248	Conv., S.B., 5-22
3532	Baldwin	1914	41249	Conv., S.B., 2-22
3533	Baldwin	1914	41250	Conv., S.B., 2-22
3534	Baldwin	1914	41251	Conv., S.B., 1-22

(Nos. 3535-3599 vacant)

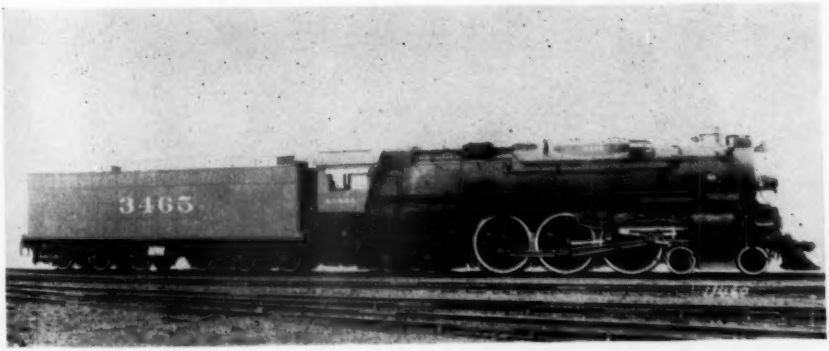
3600 CLASS. 4-6-2. 26x26-73-172500-288700-200-40900

3600	Baldwin	1915	41812	Scrapped, San Bdno., 12-9-38

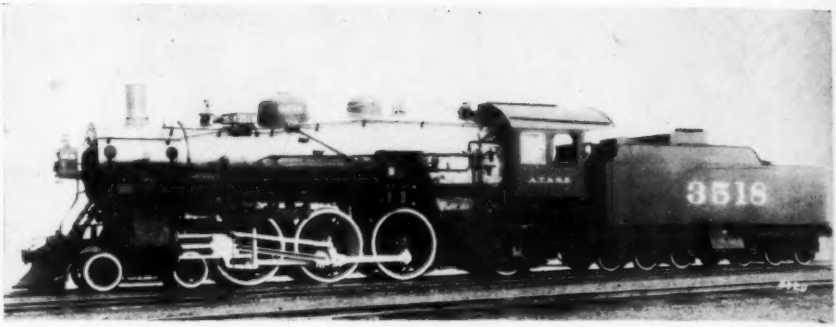
(Nos. 3601-3699 vacant)

Courtesy of D. H. Roberts

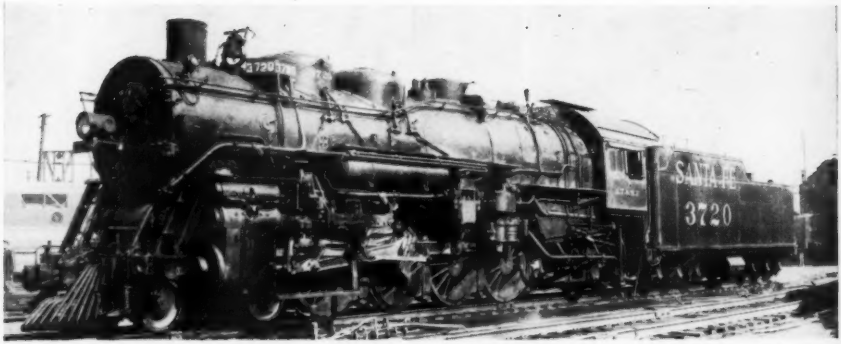
A. T. & S. F. #3459—Baldwin #60037 1927. As rebuilt, April, 1939.



A. T. & S. F. #3465—3460-class—Baldwin 1937 (#62088) 23½x29—84—409000—310—48300. Roller bearings. Worthington Type-S feed water heater. Three mechanical lubricators. Tender 20,000 gals. water, 7000 gals. oil.



A. T. & S. F. #3518—Baldwin 1914 (41211). Balanced Compound cyls. 17½-29x28 drivers.



Courtesy of G. M. Best

A. T. & S. F. #3720—Baldwin #53560 1920.

3700 CLASS. 4-8-2. 28x28-69-(wts. below)-210-56800

Wt. (A) 248100-373700; (B) 243100-351700
(C) 238800-351700; (D) 239200-338310
(E) 242200-342920; (F) 240600-355760
(G) 246300-361600.

3700	Baldwin	1918	48576	(A)	3726	Baldwin	1921	54987	(E)
3701	Baldwin	1918	48736	(A)	3727	Baldwin	1921	54988	(E)
3702	Baldwin	1919	51261	(B)	3728	Baldwin	1921	54989	(E)
3703	Baldwin	1919	51482	(B)	3729	Baldwin	1921	54990	(F)
3704	Baldwin	1919	51591	(B)	3730	Baldwin	1921	54991	(F)
3705	Baldwin	1919	51292	(B)	3731	Baldwin	1921	54992	(F)
3706	Baldwin	1919	51627	(B)	3732	Baldwin	1921	54993	(F)
3707	Baldwin	1919	51628	(B)	3733	Baldwin	1921	54994	(F)
3708	Baldwin	1919	51694	(B)	3734	Baldwin	1921	55044	(F)
3709	Baldwin	1919	51739	(B)	3735	Baldwin	1921	55045	(F)
3710	Baldwin	1919	51740	(B)	3736	Baldwin	1921	55046	(E)
3711	Baldwin	1919	51741	(B)	3737	Baldwin	1923	56866	(G)
3712	Baldwin	1920	53579	(C)	3738	Baldwin	1923	56867	(G)
3713	Baldwin	1920	53613	(C)	3739	Baldwin	1923	56868	(G)
3714	Baldwin	1920	53686	(C)	3740	Baldwin	1923	57004	(G)
3715	Baldwin	1920	53687	(C)	3741	Baldwin	1923	57005	(G)
3716	Baldwin	1920	53760	(C)	3742	Baldwin	1923	57006	(G)
3717	Baldwin	1920	53467	(C)	3743	Baldwin	1923	57007	(G)
3718	Baldwin	1920	53508	(C)	3744	Baldwin	1923	57008	(G)
3719	Baldwin	1920	53509	(C)	3745	Baldwin	1924	57699	(G)
3720	Baldwin	1920	53560	(C)	3746	Baldwin	1924	57700	(G)
3721	Baldwin	1920	53578	(D)	3747	Baldwin	1924	57701	(G)
3722	Baldwin	1921	54983	(E)	3748	Baldwin	1924	57702	(G)
3723	Baldwin	1921	54984	(F)	3749	Baldwin	1924	57703	(G)
3724	Baldwin	1921	54985	(F)	3750	Baldwin	1924	57755	(G)
3725	Baldwin	1921	54986	(E)					

3751 CLASS. 4-8-4. 30x30-73-(wts. below)-210-66000

Wt., (A) 269400-412700; (B) 272100-428200
(C) 272800-432240; (D) 272900-435600

3751	Baldwin	1927	60004	(A)	3757	Baldwin	1928	60333	(B)
	Has 220# steam, T. E. 69150#				3758	Baldwin	1928	60334	(B)
3752	Baldwin	1928	60328	(B)	3759	Baldwin	1928	60385	(B)
	Rebuilt, 11-1947, with Franklin poppet valve cyls.				3760	Baldwin	1928	60386	(B)
					3761	Baldwin	1929	60764	(C)
3753	Baldwin	1928	60329	(B)	3762	Baldwin	1929	60765	(A)
3754	Baldwin	1928	60330	(B)	3763	Baldwin	1929	60766	(A)
3755	Baldwin	1928	60331	(B)	3764	Baldwin	1929	61091	(D)
3756	Baldwin	1928	60332	(B)					

3765 CLASS. 4-8-4. 28x32-80-286890-499600-300-66000

Designed for 310 lbs. steam. Roller bearings on all engine and tender axles. Tender capy., 20000 gal. water, 7000 gals. oil.

3765	Baldwin	1937	62119	3771	Baldwin	1937	62125
3766	Baldwin	1937	62120	3772	Baldwin	1937	62126
3767	Baldwin	1937	62121	3773	Baldwin	1937	62127
3768	Baldwin	1937	62122	3774	Baldwin	1937	62128
3769	Baldwin	1937	62123	3775	Baldwin	1937	62129
3770	Baldwin	1937	62124				

3776 CLASS. 4-8-4. 28x32-80-295000-511000-300-66000

Designed for 310 lbs. steam. Roller bearings on tender and driving axles. Tender carried on two eight-wheeled trucks. Wt. of tender, 375155 lbs. Capy. 25000 gals. water, 7000 gals. oil.

3776	Baldwin	1941	62465	3782	Baldwin	1941	62471
3777	Baldwin	1941	62466	3783	Baldwin	1941	62472
3778	Baldwin	1941	62467	3784	Baldwin	1941	62473
3779	Baldwin	1941	62468	3785	Baldwin	1941	62474
3780	Baldwin	1941	62469				
3781	Baldwin	1941	62470				

(Nos. 3786-3799 vacant)

3800 CLASS. 2-10-2. 30x32-63-(wts. below)-210-81500

Nos. 3800-3828 weigh 322200-414700

No. 3829 was built with a four-wheel trailing truck and was the first 2-10-4 type with separate tender ever built. Wt. of #3829 is 320000-412800.

Nos. 3830-3849 weigh 320000-396900
Nos. 3850-3867 weigh 311500-397600
Nos. 3868-3869 have trailer booster; wts. 311900-B373500-405100
Nos. 3870-3875 weigh 314500-405100
Nos. 3876-3882 weigh 316700-400490
Nos. 3883-3890 have trailer booster; wts. 317300-B378100-409500
Nos. 3891-3915 weigh 316600-402470
Nos. 3916-3930 have trailer booster; wts. 320000-B382500-413500
Nos. 3931-3940 weigh 320000-403900

3800	Baldwin	1919	51754	3829	Baldwin	1919	52237
3801	Baldwin	1919	51755		(2-10-4 type)		
3802	Baldwin	1919	51892	3830	Baldwin	1920	53595
3803	Baldwin	1919	51893	3831	Baldwin	1920	53615
3804	Baldwin	1919	51894	3832	Baldwin	1920	53684
3805	Baldwin	1919	51895	3833	Baldwin	1920	53751
3806	Baldwin	1919	51927	3834	Baldwin	1920	53752
3807	Baldwin	1919	51928	3835	Baldwin	1920	53753
3808	Baldwin	1919	51929	3836	Baldwin	1920	53828
3809	Baldwin	1919	51930	3837	Baldwin	1920	53868
3810	Baldwin	1919	51952	3838	Baldwin	1920	53936
3811	Baldwin	1919	51953	3839	Baldwin	1920	54072
3812	Baldwin	1919	51963	3840	Baldwin	1921	54923
3813	Baldwin	1919	51984	3841	Baldwin	1921	54924
3814	Baldwin	1919	51985	3842	Baldwin	1921	54925
3815	Baldwin	1919	52006	3843	Baldwin	1921	54938
3816	Baldwin	1919	52007	3844	Baldwin	1921	54939
3817	Baldwin	1919	52008	3845	Baldwin	1921	54940
3818	Baldwin	1919	52009	3846	Baldwin	1921	54941
3819	Baldwin	1919	52048	3847	Baldwin	1921	54942
3820	Baldwin	1919	52049	3848	Baldwin	1921	54943
3821	Baldwin	1919	52050	3849	Baldwin	1921	55000
3822	Baldwin	1919	52069	3850	Baldwin	1923	56504
3823	Baldwin	1919	52070	3851	Baldwin	1923	56512
3824	Baldwin	1919	52071	3852	Baldwin	1923	56566
3825	Baldwin	1919	52094	3853	Baldwin	1923	56567
3826	Baldwin	1919	52116	3854	Baldwin	1923	56568
3827	Baldwin	1919	52117	3855	Baldwin	1923	56569
3828	Baldwin	1919	52118	3856	Baldwin	1923	56570

3857	Baldwin	1923	56717	3900	Baldwin	1926	59287
3858	Baldwin	1923	56718	3901	Baldwin	1926	59288
3859	Baldwin	1923	56719	3902	Baldwin	1926	59289
3860	Baldwin	1923	56720	3903	Baldwin	1926	59290
3861	Baldwin	1923	56721	3904	Baldwin	1926	59291
3862	Baldwin	1923	56722	3905	Baldwin	1926	59292
3863	Baldwin	1923	56837	3906	Baldwin	1926	59315
3864	Baldwin	1923	56838	3907	Baldwin	1926	59316
3865	Baldwin	1923	56839	3908	Baldwin	1926	59338
3866	Baldwin	1923	56840	3909	Baldwin	1926	59344
3867	Baldwin	1923	56841	3910	Baldwin	1926	59345
3868	Baldwin	1923	56842	3911	Baldwin	1926	59346
3869	Baldwin	1923	56843	3912	Baldwin	1926	59347
3870	Baldwin	1923	56844	3913	Baldwin	1926	59348
3871	Baldwin	1923	56896	3914	Baldwin	1926	59396
3872	Baldwin	1923	56995	3915	Baldwin	1926	59397
3873	Baldwin	1923	56996	3916	Baldwin	1927	59763
3874	Baldwin	1923	56997	3917	Baldwin	1927	59764
3875	Baldwin	1923	56998	3918	Baldwin	1927	59779
3876	Baldwin	1924	57761	3919	Baldwin	1927	59780
3877	Baldwin	1924	57762	3920	Baldwin	1927	59781
3878	Baldwin	1924	57763	3921	Baldwin	1927	59908
3879	Baldwin	1924	57764	3922	Baldwin	1927	59909
3880	Baldwin	1924	57765	3923	Baldwin	1927	59910
3881	Baldwin	1924	57822	3924	Baldwin	1927	59938
3882	Baldwin	1924	57823	3925	Baldwin	1927	59939
3883	Baldwin	1924	57824	3926	Baldwin	1927	59940
3884	Baldwin	1924	57825	3927	Baldwin	1927	59941
3885	Baldwin	1924	57830	3928	Baldwin	1927	59942
3886	Baldwin	1924	57831	3929	Baldwin	1927	59943
3887	Baldwin	1924	57832	3930	Baldwin	1927	59944
3888	Baldwin	1924	57833	3931	Baldwin	1927	59826
3889	Baldwin	1924	57834	3932	Baldwin	1927	59827
3890	Baldwin	1924	57835	3933	Baldwin	1927	59828
3891	Baldwin	1926	59246	3934	Baldwin	1927	59829
3892	Baldwin	1926	59247	3935	Baldwin	1927	59830
3893	Baldwin	1926	59248	3936	Baldwin	1927	59831
3894	Baldwin	1926	59249	3937	Baldwin	1927	59832
3895	Baldwin	1926	59250	3938	Baldwin	1927	59833
3896	Baldwin	1926	59251	3939	Baldwin	1927	59834
3897	Baldwin	1926	59252	3940	Baldwin	1927	59835
3898	Baldwin	1926	59253	(Nos. 3941-3999 vacant)			
3899	Baldwin	1926	59286				

4000 CLASS. 2-8-2. 27x32-63-(wts. below)-200-63000

Nos. 4000-4014, wt. 258600-330500
Nos. 4015-4026, 4030-4059, wt. 260800-336300
Nos. 4027-4029 had trailer booster, wt. 261100-B318400-344500; boosters have been removed from these locomotives.
Nos. 4060-4069, wt. 259500-336000
Nos. 4070-4085 have trailer booster; wt. 260000-B325400-352400
Nos. 4086-4100, wt. 260200-342000

4000	Baldwin	1921	54860	4004	Baldwin	1921	54895
4001	Baldwin	1921	54861	4005	Baldwin	1921	54896
4002	Baldwin	1921	54862	4006	Baldwin	1921	54903
4003	Baldwin	1921	54894	4007	Baldwin	1921	54904

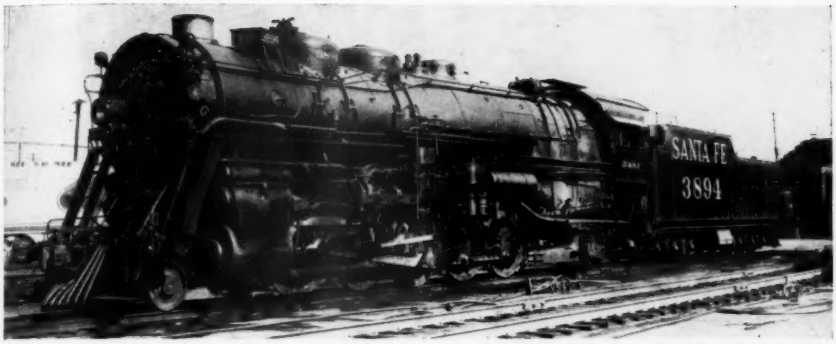
4008	Baldwin	1921	54905
4009	Baldwin	1921	54906
4010	Baldwin	1921	54907
4011	Baldwin	1921	54908
4012	Baldwin	1921	54915
4013	Baldwin	1921	54916
4014	Baldwin	1921	54937
4015	Baldwin	1923	56510
4016	Baldwin	1923	56511
4017	Baldwin	1923	56571
4018	Baldwin	1923	56697
4019	Baldwin	1923	56698
4020	Baldwin	1923	56699
4021	Baldwin	1923	56700
4022	Baldwin	1923	56701
4023	Baldwin	1923	56702
4024	Baldwin	1923	56703
4025	Baldwin	1923	56819
4026	Baldwin	1923	56820
4027	Baldwin	1923	56821
4028	Baldwin	1923	56822
4029	Baldwin	1923	56823
4030	Baldwin	1923	56992
4031	Baldwin	1923	56993
4032	Baldwin	1923	56994
4033	Baldwin	1923	57086
4034	Baldwin	1923	57087
4035	Baldwin	1923	57115
4036	Baldwin	1923	57116
4037	Baldwin	1923	57117
4038	Baldwin	1923	57118
4039	Baldwin	1923	57119
4040	Baldwin	1923	57120
4041	Baldwin	1923	57121
4042	Baldwin	1923	57122
4043	Baldwin	1923	57242
4044	Baldwin	1923	57243
4045	Baldwin	1923	57244
4046	Baldwin	1923	57269
4047	Baldwin	1923	57270
4048	Baldwin	1923	57271
4049	Baldwin	1923	57318
4050	Baldwin	1923	57319
4051	Baldwin	1923	57320
4052	Baldwin	1923	57321
4053	Baldwin	1923	57322
4054	Baldwin	1923	57323
4055	Baldwin	1923	57324
4056	Baldwin	1923	57325
4057	Baldwin	1923	57326
4058	Baldwin	1923	57327
4059	Baldwin	1923	57328
4060	Baldwin	1924	57695
4061	Baldwin	1924	57696
4062	Baldwin	1924	57697
4063	Baldwin	1924	57698
4064	Baldwin	1924	57735
4065	Baldwin	1924	57736
4066	Baldwin	1924	57737
4067	Baldwin	1924	57742
4068	Baldwin	1924	57743
4069	Baldwin	1924	57744
4070	Baldwin	1924	57745
4071	Baldwin	1924	57746
4072	Baldwin	1924	57747
4073	Baldwin	1924	57748
4074	Baldwin	1924	57749
4075	Baldwin	1924	57750
4076	Baldwin	1924	57751
4077	Baldwin	1924	57752
4078	Baldwin	1924	57753
4079	Baldwin	1924	57754
4080	Baldwin	1924	57815
4081	Baldwin	1924	57816
4082	Baldwin	1924	57817
4083	Baldwin	1924	57818
4084	Baldwin	1924	57819
4085	Baldwin	1924	57850
4086	Baldwin	1926	59317
4087	Baldwin	1926	59318
4088	Baldwin	1926	59339
4089	Baldwin	1926	59349
4090	Baldwin	1926	59350
4091	Baldwin	1926	59351
4092	Baldwin	1926	59352
4093	Baldwin	1926	59353
4094	Baldwin	1926	59354
4095	Baldwin	1926	59355
4096	Baldwin	1926	59356
4097	Baldwin	1926	59398
4098	Baldwin	1926	59399
4099	Baldwin	1926	59400
4100	Baldwin	1926	59401

4101 CLASS. 2-8-4. 27x32-63-(wts. below)-(steam, T. E. below)

Nos. 4101-4109, trailer booster, wt. 268200-B324600-396500. Steam, 220 lbs., tractive effort, 69200 lbs.

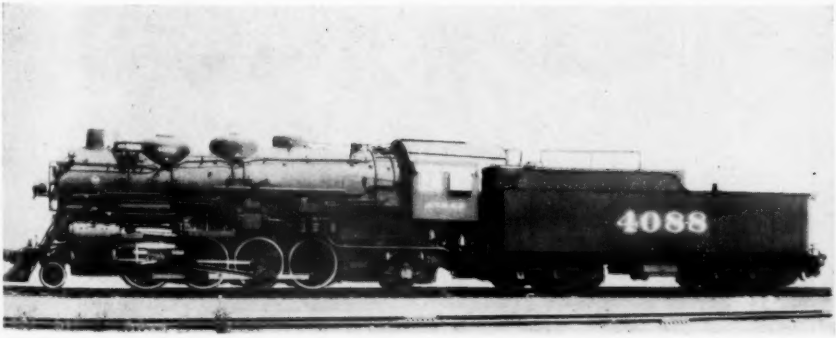
Nos. 4110-4115, trailer booster, wts. same as before, but steam 275 lbs. ,tractive effort, 71300 lbs.

4101	Baldwin	1927	59952
4102	Baldwin	1927	59953
4103	Baldwin	1927	59954
4104	Baldwin	1927	59955
4105	Baldwin	1927	59977
4106	Baldwin	1927	59978
4107	Baldwin	1927	59988
4108	Baldwin	1927	59989



Courtesy of G. M. Best

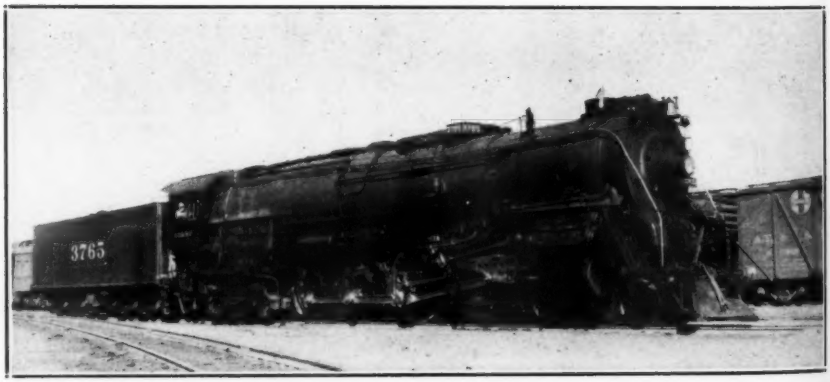
A. T. & S. F. #3894—Baldwin #59249 1926.



A. T. & S. F. #4088—Baldwin 1926 (59339).

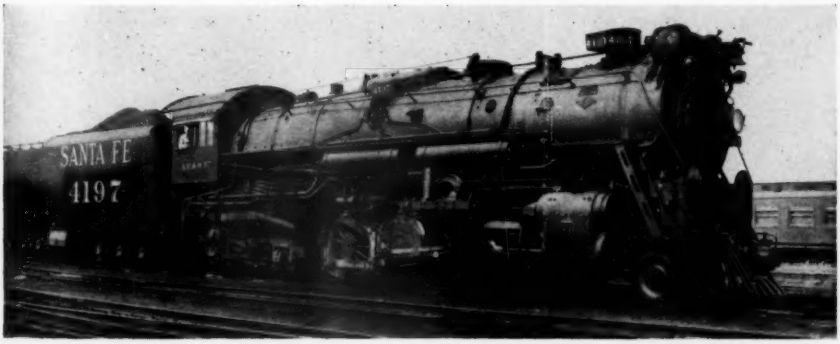
Courtesy of G. M. Best

A. T. & S. F. #3749—Baldwin #57703 1924.



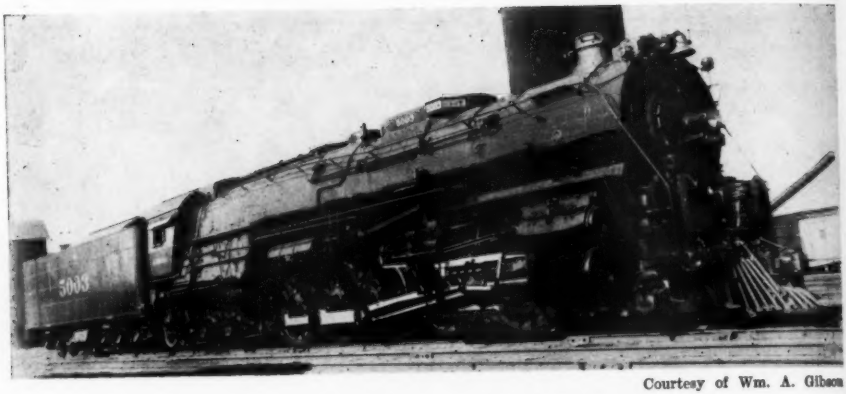
A. T. & S. Fe #3765, Baldwin, 1937, at Los Angeles, Cal., 1938.

A. T. & S. Fe #4114, Baldwin, 1927, at Shopton, Iowa, 1938.



Courtesy of R. J. Foster

A. T. & S. F. #4197—Lima #7280 1928. Formerly Boston & Maine #4003—purchased July, 1945. As rebuilt, July 1947, at Topeka Shop to conform to Santa Fe standards.



Courtesy of Wm. A. Gibson

A. T. & S. F. #5003—Baldwin 1937 (#62155)—5001 class.
30x34—74—371680—545260—310—93000. Topeka, Kans., 1937.

Courtesy of Wm. A. Gibson

A. T. & S. F. #9147—ALCo. Cooke #28680 1903. Formerly #2147 with separate tender.
Rebuilt to 0-6-0T type, March, 1944.

4109	Baldwin	1927	59990	4113	Baldwin	1927	60030
4110	Baldwin	1927	59991	4114	Baldwin	1927	60031
4111	Baldwin	1927	59992	4115	Baldwin	1927	60032
4112	Baldwin	1927	60029	(nos. 4116-4192 vacant)			

4193 CLASS. 2-8-4. 27½x30-63-261800-406900-240-78550

These locomotives were purchased in used condition from the Boston & Maine Railroad in July, 1945, to aid in moving heavy wartime traffic. All are coal-burners and equipped with Coffin feed-water heater, the only locomotives on the Santa Fe fitted with this type of heater. No. 4197 rebuilt to Santa Fe standards with Elesco feedwater heater and Walschaert valve gear (replacing Baker gear). Retained as coal-burner. Also received new cast steel cylinders. Working pressure raised to 270 lbs. T. E. 82,640 lbs.

Engine Numbers

AT&SF	B&M								
4193	4001	Lima	1928	7278	4197	4003	Lima	1928	7280
4194	4004	Lima	1928	7281		Rebuilt, Topeka, July, 1947			
4195	4008	Lima	1928	7285	4198	4015	Lima	1928	7292
4196	4011	Lima	1928	7288	4199	4018	Lima	1928	7295

(Nos. 4200-4999 vacant)

5000 CLASS. 2-10-4. 30x34-69-372000-502600-300-93000

This locomotive and its successors, the 5001 and 5011 classes, are the most powerful non-articulated steam locomotives in service on the Santa Fe. The 5000 is widely known among enginemen over the System as the "Madame Queen."

5000	Baldwin	1930	61524

5001 CLASS. 2-10-4. 30x34-74-371680-545260-310-93000

Nos. 5001-5005 burn coal. Nos. 5006-5010 burn oil.

5001	Baldwin	1937	62153	5006	Baldwin	1937	62158
5002	Baldwin	1937	62154	5007	Baldwin	1937	62159
5003	Baldwin	1937	62155	5008	Baldwin	1937	62160
5004	Baldwin	1937	62156	5009	Baldwin	1937	62161
5005	Baldwin	1937	62157	5010	Baldwin	1937	62162

5011 CLASS. 2-10-4. 30x34-74-380000-538000-310-93000

5011	Baldwin	1944	70817	5024	Baldwin	1944	70830
5012	Baldwin	1944	70818	5025	Baldwin	1944	70831
5013	Baldwin	1944	70819	5026	Baldwin	1944	70832
5014	Baldwin	1944	70820	5027	Baldwin	1944	70833
5015	Baldwin	1944	70821	5028	Baldwin	1944	70834
5016	Baldwin	1944	70822	5029	Baldwin	1944	70835
5017	Baldwin	1944	70823	5030	Baldwin	1944	70836
5018	Baldwin	1944	70824	5031	Baldwin	1944	70837
5019	Baldwin	1944	70825	5032	Baldwin	1944	70838
5020	Baldwin	1944	70826	5033	Baldwin	1944	70839
5021	Baldwin	1944	70827	5034	Baldwin	1944	70840
5022	Baldwin	1944	70828	5035	Baldwin	1944	70841
5023	Baldwin	1944	70829				

ATCHISON, TOPEKA & SANTA FE

PART II

SUPPLEMENTARY ROSTER

Steam Locomotives Disposed of Prior to 1900

NOTE: The following list, comprising about 160 locomotives, includes those which did not survive to receive a number in the 1900 classification. The 1898, or latest numbering any of the group received, is given at the left. Next are given intermediate numbers, with original numbers at the right. Many of these early locomotives bore names; these are shown at the right of the original numbering. Few records are available which shed light on the final disposition of these locomotives. In most instances, all that can be said is that they were disposed of some time prior to 1900. The following abbreviations are used:

BUILDERS: Bald. (Baldwin); DC&Co. (Danforth, Cooke & Company); Dick. (Dickson); Hink. (Hinkley); Man. (Manchester); Sch. (Schenectady); Taun. (Taunton); Rh. Is. (Rhode Island); Pitts. (Pittsburgh).

RAILROADS: BH&E (Boston, Hartford & Erie); CRI&P (Chicago, Rock Island & Pacific); CSF&C (Chicago, Santa Fe & California); CStL&W (Chicago, St. Louis & Western); GC&SF (Gulf, Colorado & Santa Fe); H&S (Hutchinson & Southern); KCL&S (Kansas City, Lawrence & Southern); LL&G (Leavenworth, Lawrence & Galveston); NM&SP (New Mexico & Southern Pacific); P&AV (Pueblo & Arkansas Valley); StJ&StL (St. Joseph & St. Louis); SK (Southern Kansas); W&W (Wichita & Western); J&SW (Jacksonville & Southwestern).

Type of wheel arrangement referred to as follows:
E (4-4-0); M (2-6-0); C (2-8-0).

ROAD NUMBERS OF ENGINES

1898	Intermediate	Orig.	Name	Bldr.	Const. Yr.	Const. No.	Ty.	Size	Remarks
—	A	1	(From Ohio & Miss. R. R.		1869)		E	16x20-60	Out by 1882
—	—	2	"Gov. Burnside"	Rh. Is.	1869	122	E	14x24-54	Out by 1882
2	—	GC&SF 40	—	Pitts.	1881	?	E	15x24-56	Sc. 4-99
—	(Blt. for	BH&E) 3	"Dauntless"	Taun.	1869	481	E	16x24-57	Out by 1882
3	—	GC&SF 41	—	DC&Co.	1881	?	E	14x24-57	Sc. 12-98
4	—	GC&SF 42	—	Dick.	1882	?	E	15x24-51	Sc. 11-00
—	—	4	"Henry Keyes"	Taun.	1870	504	E	17x24-57	Out by 1885
6	—	37	"Buffalo"	Taun.	1872	583	E	16x24-57	Out by 1900
—	—	6	"Emmons Raymond"	Taun.	1870	517	E	15x22-56	Out by 1891
7	—	15	"Thos. Nickerson"	Taun.	1871	548	E	15x22-67	Out by 1900
—	—	7	"Alden Speare"	Taun.	1871	524	E	15x22-66	Out by 1898
8	—	38	"Neosho"	Taun.	1872	584	E	16x24-57	Out by 1900
—	—	8	"I. T. Burr"	Taun.	1871	532	E	16x24-57	Out by 1892
—	—	9	"Atchison"	Taun.	1871	533	E	16x24-57	Out by 1892
10	—	10	"D. L. Lakin"	Taun.	1871	534	E	16x24-57	Out by 1900
—	—	11	"T. J. Peter"	Taun.	1871	538	E	14x24-62	Out by 1898
—	11	21	"Larned"	Taun.	1872	566	E	16x24-57	Out by 1898
11	—	GC&SF 1	—	Bald.	1876	3897	E	15x24-52	Sc. 11-98
12	—	GC&SF 2	—	Bald.	1878	4312	E	15x24-52	Sold 11-02
—	—	12	"F. H. Peabody"	Taun.	1871	541	E	14x24-62	Out by 1898
—	12	18	"Jos. Nickerson"	Taun.	1872	563	E	16x24-57	Out by 1898
13	—	GC&SF 3	—	Bald.	1878	4413	E	15x24-52	Sc. 6-00
14	—	GC&SF 8	—	Bald.	1880	5239	E	15x24-52	Sc. 12-01
15	—	GC&SF 9	—	Bald.	1880	5245	E	15x24-52	Sc. 3-00
—	—	14	"Henry Blood"	Taun.	1871	543	E	16x24-57	Out by 1898
—	—	16	"Topeka"	Taun.	1872	553	E	14x24-62	Out by 1898
16	—	GC&SF 18	—	Bald.	1881	5608	E	15x24-52	Sc. 2-00
17	—	GC&SF 20	—	Bald.	1881	5612	E	15x24-52	Sc. 12-01
—	16	41	"O. W. Peabody"	Hink.	1876	?	E	16x24-57	Out by 1898
—	—	17	"Emporia"	Taun.	1872	554	E	14x24-62	Out by 1898
—	17	70	"T. Jeff Coolidge"	Hink.	1878	?	E	16x24-62	Out by 1898
—	20	H&S 3	"Chas. Collins"	Sch.	1888	3215	E	16x24-68	Out by 1898
20	—	150	"Geo. O. Manchester"	Hink.	1879	?	E	16x24-60	Out by 1900
21	—	151	"T. J. Anderson"	Hink.	1880	?	E	16x24-60	Out by 1900
—	—	20	"Newton"	Taun.	1872	565	E	16x24-57	Out by 1898
—	—	22	"Ginnery Twitchell"	Taun.	1872	576	E	14x24-62	Out by 1898
22	—	106	"Alex. H. Rice"	Hink.	1878	?	E	16x24-63	Out by 1900
23	—	66	"J. P. Seller"	Bald.	1878	4359	E	16x24-57	Out by 1900
24	—	44	"Trinidad"	Bald.	1875	3832	E	16x24-57	Out by 1900
—	—	24	"H. P. Kidder"	Taun.	1872	571	E	16x24-57	Out by 1898
—	21	H&S 4	—	CRI&P	?	?	E	?	?
—	—	27	"Grasshopper"	Taun.	1872	574	E	16x24-57	Out by 1892
27	—	47	"Del. Norte"	Bald.	1876	3884	E	16x24-57	Out by 1900
28	—	54	"De Soto"	Bald.	1872		E	16x24-57	Out by 1900
29	61	P&AV 101	"M. D. Thatcher"	Bald.	1878	4332	E	16x24-57	Out by 1900
—	—	28	"W. T. Glidden"	Taun.	1872	579	E	14x24-62	Out by 1898
—	—	29	"G. H. Nettleton"	Taun.	1872	580	E	14x24-62	Out by 1898
31	62	P&AV 102	"S. A. Kent"	Bald.	1878	4334	E	16x24-57	Out by 1900
32	501	NM&SP 201	"F. S. Higginson"	Bald.	1878	4410	E	16x24-57	Out by 1900
33	—	65	"W. R. Morley"	Bald.	1878	4360	E	16x24-57	Out by 1900
—	—	31	"Pueblo"	Taun.	1872	582	E	14x24-62	Out by 1898
—	—	32	"Kansas"	Mason	1872	455	E	16x24-62	Out by 1898
—	—	33	"Colorado"	Mason	1872	456	E	16x24-62	Out by 1898
—	—	34	"Boston"	Mason	1872	464	E	16x24-62	Out by 1898
—	—	35	"Santa Fe"	Mason	1872	465	E	16x24-62	Out by 1898
34	—	?	—	Man.	1882	?	E	?	Out by 1900

35	—	GC&SF	11	—	Bald.	1880	5208	E	16x24-56	Sc. 4-02	
36	—		51	"Kansas City"	Bald.	1872		E	16x24-60	Out by 1900	
—	—		36	"Shawnee"	Mason	1872	466	S	14x22-48	Out by 1898	
37	374 SK	20	LL&G	20	—	Man.	1871	358	E	16x24-57	Out by 1900
38	359 SK	6	LL&G	6	—	Man.	1870	248	E	16x24-60	Out by 1900
39	365 SK	11	LL&G	11	—	Man.	1870	254	E	16x24-60	Out by 1900
40	371 SK	17	LL&G	17	—	Man.	1871	355	E	16x24-60	Out by 1900
—	39	GC&SF		24	—	Bald.	1881	5652	E	16x24-56	Sc. 11-00
—	—	GC&SF		19	—	Bald.	1881	5611	E	16x24-56	?
—	—		39		"Lawrence"	Bald.	1879	4612	E	14x24-60	Out by 1898
—	4		40		"El Dorado"	Bald.	1879	4613	E	16x24-57	Out by 1898
41	488	StJ&StL		3	—	Brooks	1886	1147	S	17x24-48	Out by 1900
42	—		42		"Geo. W. Wilbur"	Mason	1876	557	E	16x24-57	Out by 1900
43	—		43		"Granada"	Mason	1876	558	E	16x24-57	Out by 1900
45	—	GC&SF		30	—	Bald.	1881	5853	E	16x24-56	Sc. 12-00
—	—		48		"Neptune"	Hink.	1876	?	S	15x22-50	Out by 1898
—	—		49		"Vulcan"	Hink.	1876	?	S	15x22-50	Out by 1898
—	—		50		"Hercules"	Hink.	1876	?	S	15x22-50	Out by 1898
52	375 SK	21	KCL&S	21	—	Man.	1879	784	E	?	Out by 1900
—	—		52		"Canon City"	Bald.	1872		E	15x24-57	Out by 1898
—	—		57		"B. P. Cheney"	Taun.	1876	673	E	16x24-60	Out by 1898
—	—		58		"Edward Wilder"	Taun.	1876	676	E	16x24-60	Out by 1898
—	—		60		—	Bald.	1877	4193	E	16x24-57	Out by 1898
—	—		61		—	Bald.	1882	6361	E		Out by 1898
71	494	W&W		2	—	Bald.	1886	7784	E	17x24-63	Sold
73	496	W&W		4	—	Bald.	1886	8243	E	17x24-63	Sold J&SW 24
76	499	W&W		7	—	Bald.	1886	8355	E	17x24-63	Sold J&SW 23
—	—		71		"Warren Sawyer"	Taun.	1877	678	E	16x24-62	Out by 1898
—	—		72		"Caleb Foote"	Taun.	1877	693	E	16x24-62	Out by 1898
—	—		73		"H. C. Hardin"	Hink.	1879	?	E	17x24-60	Out by 1898
—	—		75		"Thos. Dana"	Hink.	1879	?	E	17x24-60	Out by 1898
88	—		88		—	Bald.	1879	4604	E	17x24-57	Out by 1900
97	—		67		"Genl. C. J. Laine"	Bald.	1878	4347	E		Out by 1900
99	—		55		—	Bald.	1872		E	16x24-57	Out by 1900
—	—		98		"L. C. Wade"	Hink.	1879	?	E	17x24-57	Out by 1898
—	—		100		"Little Buttercup"	Hink.	1879	?	S	12x18-42	Out by 1898
101	—		103		"Col. H. C. Nutt"	Bald.	1878	4333	E	17x24-57	Out by 1900
107	—		337		—	Bald.	1882	6446	E		Out by 1900
109	—		339		—	Bald.	1882	6451	E		Out by 1900
—	—		107		—	Bald.	1879		C	15x18-36	Out by 1893
—	—		108		—	Bald.	1879		C	15x18-36	Out by 1893
—	—		109		—	Bald.	1879		C	15x18-36	Out by 1893
—	—		110		—	Bald.	1879		C	15x18-36	Out by 1893

(Nos. 107-110 were 3-foot gauge engines of the Silver City, Deming & Pacific; their origin has not been traced, as there is no record of them at the Baldwin Works)

114	—		334		—	Bald.	1882	6407	E		Out by 1900
124	—		208		—	Hink.	1881	?	E	17x24-57	Out by 1900
125	—		364		—	Taun.	1880	736	M	18x26-51	Out by 1900
126	—		365		—	Taun.	1880	737	M	18x26-51	Out by 1900
—	—		363		—	Taun.	1880	735	M	18x26-51	Out by 1898
127	—		207		—	Hink.	1881	?	E	17x24-57	Out by 1900
128	—		367		—	Taun.	1880	739	M	18x26-51	Out by 1900
129	—		368		—	Taun.	1880	740	M	18x26-51	Out by 1900
130	—		196		—	Hink.	1881	?	E	17x24-57	Out by 1900
131	—		190		—	Hink.	1881	?	E	17x24-57	Out by 1900
134	—		93		"Geo. L. Goodwin"	Hink.	1879	?	E	17x24-57	Out by 1900

136	—		96	"S. S. Sleeper"	Hink.	1879	?	E	17x24-57	Out by 1900
138	—		98	"L. C. Wade"	Hink.	1879	?	E	17x24-57	Out by 1900
146	—		246		Man.	1881	957	E	17x24-58	Out by 1900
148	—		248		Man.	1881	959	E	17x24-58	Out by 1900
149	—		249		Man.	1881	960	E	17x24-58	Out by 1900
150	—		250		Man.	1881	961	E	17x24-58	Out by 1900
157	—		257		Man.	1881	970	E	17x24-58	Out by 1900
158	—		258		Man.	1881	971	E	17x24-58	Out by 1900
159	—		259		Man.	1881	972	E	17x24-58	Out by 1900
164	—		264		Man.	1881	977	E	17x24-58	Out by 1900
162	—	GC&SF	46		Bald.	1883	6878	E	17x24-56	Sc. 5-00
164	—	GC&SF	48		Bald.	1883	6904	E	17x24-56	Sc. 10-00
165	—	GC&SF	49		Bald.	1883	6906	E	17x24-56	Sc. 9-00
170	—		401		Man.	1881	882	E	17x24-54	Out by 1900
174	—		324		Man.	1881	880	E	17x24-58	Out by 1900
175	—		325		Man.	1881	881	E	17x24-58	Out by 1900
177	118		403		Man.	1881	884	E	17x24-54	Out by 1900
183	—		317		Man.	1881	873	E	17x24-58	Out by 1900
—	—		187		Brooks	1881	594	C	17x26-45	Out by 1898
—	—		200		Hink.	1881	?	E	17x24-57	Out by 1898
202	482	CSF&C 18		CStL&W 18	Dick.	1881	289	E	17x24-57	Out by 1900
203	481	CSF&C 17		CStL&W 17	Dick.	1881	288	E	17x24-57	Out by 1900
204	474	CSF&C 10		CStL&W 10	Dick.	1878	218	E	17x24-57	Out by 1900
206	476	CSF&C 12		CStL&W 12	Dick.	1878	220	E	17x24-57	Out by 1900
207	477	CSF&C 13		CStL&W 13	Dick.	1878	221	E	17x24-57	Out by 1900
209	479	CSF&C 15		CStL&W 15	Dick.	1878	223	E	17x24-57	Out by 1900
—	—		287		Bald.	1882	6148	C		Out by 1898
—	—		305		Bald.	1881	5495	C		Out by 1898
—	—		344		AT&SF	1886		E	?	Out by 1898
—	469	CSF&C 1		CStL&W 1	Sch.	1872	785	E	15x24	Sc. 8-13-95, Topeka
—	470	CSF&C 2		CStL&W 2	Sch.	1872	787	E	15x24	Out by 1898
—	471	CSF&C 3		CStL&W 3	Rh. Is.	1884	1480	E	16x24-72	Dest. near Lang. Kans., 9-8-97
358	—	SK	5	LL&G 5	Man.	1870	247	E	16x24-60	Out by 1900
364	—	SK	10	LL&G 10	Man.	1880?	?	E	?	Out by 1900
368	—	SK	14	LL&G 14	Man.	1870	274	E	16x24-60	Out by 1900
369	—	SK	15	LL&G 15	Man.	1870	275	E	16x24-60	Out by 1900
370	—	SK	16	LL&G 16	Man.	1870	289	E	16x24-60	Out by 1900
372	—	SK	18	LL&G 18	Man.	1871	356	E	16x24-57	Out by 1900
373	—	SK	19	LL&G 19	Man.	1871	357	E	16x24-57	Out by 1900
375	—	SK	21	KCL&S 21	Man.	1879	784	E	17x24-57	Out by 1900
377	—	SK	23	KCL&S 23	Bailey	1877	?	E	?	Out by 1900
303	—	GC&SF	54		Bald.	1885	7674	M	17x24-48	Sc. 11-02
306	—	GC&SF	57		Bald.	1886	8060	M	17x24-48	Sc. 11-00
308	—	GC&SF	59		Bald.	1886	8061	M	17x24-48	Sc. 9-00
991	—	GC&SF	7		Bald.	1879	4749	S	14x22-43	Sold 10-01
992	—	GC&SF	16		Bald.	1881	5561	S	14x22-43	Sc. 4-02
993	—	GC&SF	17		Bald.	1881	5856	S	14x22-43	Sc. 4-02
994	—	GC&SF	43		Bald.	1882	6479	S	14x22-43	Sc. 6-00
995	—	GC&SF	44		Bald.	1882	6480	S	14x22-43	Sc. 7-00
996	—	GC&SF	50		Bald.	1883	6873	S	14x22-43	Sc. 8-00
997	—	GC&SF	51		Bald.	1883	6875	S	14x22-43	Sc. 2-00

A 4-4-0 type locomotivve named "R. L. Walker" was ordered from the Taunton Locomotive Works in 1882 by Pres. Thos. Nickerson, of the Santa Fe. Cyls. were 17x24" and drivers were 60". Taunton const. no. was 874. The locomotive was built in January 1883. Date of delivery was May 25, 1883. The locomotive had no known road number. There is nothing in the Santa Fe records to indicate that this locomotive ever ran on Santa Fe rails.

ATCHISON, TOPEKA AND SANTA FE

PART III

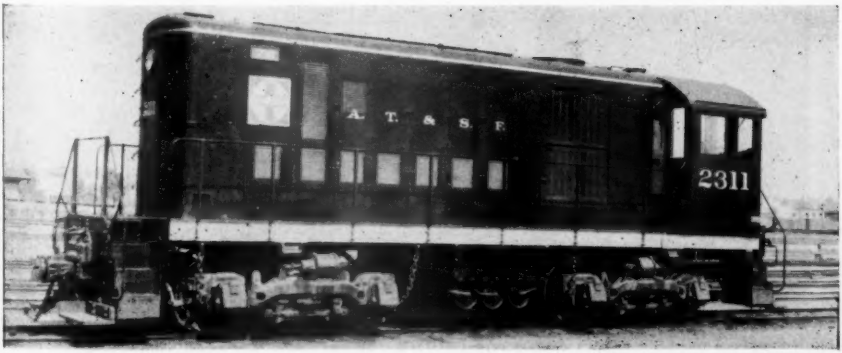
DIESEL AND GAS-ELECTRIC LOCOMOTIVES

(A) Diesel Road Engines, Passenger Service
(B) Diesel Road Engines, Freight Service
(C) Diesel Yard Engines, Switching Service
(D) Gas-Electric Motor Cars
(E) Notes on Diesel Locomotives

(Note: In 1946, ten of the 5400 h.p. freight diesels, road nos. 158, 159, 160, 161, 162, 163, 164, 165, 166 and 168 were converted for passenger service by changing the gear ratio and applying heating boilers. Maximum speed 90 m.p.h.)

ALCo—American Locomotive Co.
EMC—Electro-Motive Division, General Motors Co.

A. T. & S. F. Train #51, Motor M-117. Engr. Joe Nix.



Courtesy of R. P. Middlebrook

A. T. & S. F. #2311—Los Angeles.

A. T. & S. F. #100-101—5400 H. P.—New Diesel freight locomotive on trial trip near Tecumseh, Kans., Feb., 1941.

Courtesy of R. P. Middlebrook

A. T. & S. F. #22, at San Diego. E. M. C. 3/23/48 #5397.

DIESEL LOCOMOTIVES

(A) ROAD ENGINES, PASSENGER SERVICE

Engine No.	Builder	Date Built	Builder's Const. No.	H. P. of Unit	Remarks
1	EMC	8-1935	535	1800	Originally 1-A
1-A	EMC	8-1935	536	1800	Formerly No. 10; Orig. 1-B
2, 2-A	EMC	6-1937	662, 663	1800	
3, 3-A	EMC	1-1938	791, 798	1800	
4, 4-A	EMC	4-1938	796, 799	1800	
5, 6, 7	EMC	2-1938	792, 793, 794	1800	
8	EMC	3-1938	795	1800	
9	EMC	4-1938	797	1800	
11, 11-A	EMC	9-1939	954, 955	2000	
12, 12-A	EMC	4-1940	1059, 1062	2000	
13	EMC	4-1940	1060	2000	
13-A	EMC	5-1940	1348	2000	
14	EMC	5-1940	1061	2000	
15, 15-A	EMC	5 1941	1242, 1243	2000	
16, -A, -B, -C	EMC	11-1946	2729, 2741, 2742, 2730	1500	
17, -A, -B, C	EMC	11-1946	2731, 2743, 2744, 2732	1500	
18, -A, -B, -C	EMC	11-1946	2733, 2745, 2746, 2734	1500	
19, -A, -B, -C	EMC	11-1946	2735, 2747, 2748, 2736	1500	
20, -A, -B, -C	EMC	11-1946	2737, 2749, 2750, 2738	1500	
21, -A, -B, -C	EMC	11-1946	2739, 2751, 2752, 2740	1500	
22, -A, -B, -C	EMC	3-1948	5397, 5413, 5414, 5298	1500	
23, -A, -B, -C	EMC	3-1948	5399, 5415, 5416, 5400	1500	
24, -A, -B, -C	EMC	3-1948	5401, 5483, 5484, 5402	1500	
25, -A, -B, -C	EMC	3-1948	5403, 5485, 5486, 5404	1500	
26, -A, -B, -C	EMC	5-1948	5405, 5487, 5488, 5406	1500	
27, -A, -B, -C	EMC	5-1948	5407, 5489, 5490, 5408	1500	
50, 50-A	ALCo	5-1941	69399, 69440	2000	
51, -A, -B	ALCo	10-1946	75000, 75001, 75002	2000	
52, -A, -B	ALCo	11-1946	75003, 75004, 75005	2000	
53, -A, -B	ALCo	4-1947	75315, 75357, 75316	2000	
54, -A, -B	ALCo	5-1947	75317, 75338, 75318	2000	
55, -A, -B	ALCo	6-1947	75319, 75339, 75320	2000	
56, -A, -B	ALCo	7-1947	74688, 75340, 75322	2000	
57, -A, -B	ALCo	7-1947	75321, 74704, 74689	2000	
58, -A, -B	ALCo	8-1947	74690, 74705, 74691	2000	
70, 70-A	ALCo	2-1948	76087, 76091	2000	
71, 71-A	ALCo	2-1948	76088, 76092	2000	
72, 72-A	ALCo	2-1948	76089, 76093	2000	
73, 73-A	ALCo	2-1948	76090, 76094	2000	

(B) ROAD ENGINES, FREIGHT SERVICE

100, 100-A	EMC	12-1940	1198, 1202	1350
100-B	EMC	1-1941	1203	1350
100-C	EMC	8-1941	1340	1350
101, -A, -B	EMC	3-1941	1200, 1204, 1205	1350
101-C	EMC	8-1941	1341	1350
102	EMC	1-1941	1199	1350
102-A, -B	EMC	8-1941	1342, 1343	1350
102-C	EMC	9-1941	1344	1350
103	EMC	3-1941	1201	1350
103-A, -B, -C	EMC	9-1941	1345, 1346, 1347	1350
104, -A, -B, -C	EMC	11-1941	1406, 1407, 1408, 1409	1350
105, -A, -B	EMC	3-1942	1477, 1492, 1493	1350

105-C	EMC	6-1945	3311	1350
106, -A, -B	EMC	3-1942	1478, 1495, 1496	1350
106-C	EMC	8-1945	3335	1350
107, -A, -B	EMC	4-1942	1479, 1498, 1499	1350
107-C	EMC	8-1945	3334	1350
108, -A, -B	EMC	4-1942	1480, 1501, 1502	1350
108-C	EMC	7-1945	3331	1350
109, -A, -B	EMC	4-1942	1481, 1504, 1505	1350
109-C	EMC	7-1945	3330	1350
110, -A, -B	EMC	5-1942	1482, 1507, 1508	1350
110-C	EMC	7-1945	3327	1350
111, -A, -B	EMC	5-1942	1483, 1510, 1511	1350
111-C	EMC	7-1945	3326	1350
112, -A, -B	EMC	5-1942	1484, 1513, 1514	1350
112-C	EMC	7-1945	3323	1350
113, -A, -B	EMC	10-1942	1485, 1516, 1517	1350
113-C	EMC	7-1945	3322	1350
114, -A, -B	EMC	10-1942	1486, 1519, 1520	1350
114-C	EMC	7-1945	3319	1350
115, -A, -B	EMC	12-1942	1487, 1522, 1523	1350
115-C	EMC	7-1945	3318	1350
116, -A, -B	EMC	1-1943	1488, 1525, 1526	1350
116-C	EMC	7-1945	3315	1350
117, -A, -B	EMC	2-1943	1489, 1528, 1529	1350
117-C	EMC	7-1945	3314	1350
118, -A, -B	EMC	2-1943	1490, 1531, 1532	1350
118-C	EMC	5-1945	3306	1350
119, -A, -B	EMC	5-1943	1491, 1534, 1535	1350
119-C	EMC	5-1945	3305	1350
120, -A, -B	EMC	6-1943	1779, 1789, 1790	1350
120-C	EMC	5-1945	2233	1350
121, -A, -B	EMC	7-1943	1780, 1792, 1793	1350
121-C	EMC	5-1945	2234	1350
122, -A, -B	EMC	7-1943	1781, 1795, 1796	1350
122-C	EMC	10-1944	2237	1350
123, -A, -B	EMC	8-1943	1782, 1798, 1799	1350
123-C	EMC	10-1944	1783	1350
124, -A, -B	EMC	9-1943	2238, 1801, 1802	1350
124-C	EMC	11-1944	2268	1350
125, -A, -B	EMC	9-1943	1784, 1804, 1805	1350
125-C	EMC	11-1944	1785	1350
126, -A, -B	EMC	9-1943	2269, 1807, 1808	1350
126-C	EMC	11-1944	2272	1350
127, -A, -B	EMC	9-1943	1786, 1810, 1811	1350
127-C	EMC	11-1944	2273	1350
128, -A, -B	EMC	10-1943	1787, 1813, 1814	1350
128-C	EMC	11-1944	2276	1350
129, -A, -B	EMC	10-1943	1788, 1816, 1817	1350
129-C	EMC	11-1944	2277	1350
130, -A, -B	EMC	10-1943	2024, 2037, 2038	1350
130-C	EMC	12-1944	2280	1350
131, -A, -B	EMC	12-1943	2025, 2040, 2041	1350
131-C	EMC	12-1944	2281	1350
132, -A, -B	EMC	12-1943	2026, 2043, 2044	1350
132-C	EMC	12-1944	2573	1350
133, -A, -B	EMC	1-1944	2027, 2046, 2047	1350
133-C	EMC	12-1944	2574	1350
134, -A, -B	EMC	1-1944	2028, 2049, 2050	1350
134-C	EMC	12-1944	2577	1350
135, -A, -B	EMC	2-1944	2029, 2052, 2053	1350

135-C	EMC	12-1944	2578	1350	
136, -A, -B	EMC	2-1944	2030, 2055, 2056	1350	
136-C	EMC	12-1944	2581	1350	
137, -A, -B	EMC	3-1944	2031, 2058, 2059	1350	
137-C	EMC	12-1944	2582	1350	
138, -A, -B	EMC	3-1944	2032, 2061, 2062	1350	
138-C	EMC	1-1945	2585	1350	
139, -A, -B	EMC	3-1944	2033, 2339, 2340	1350	
139-C	EMC	1-1945	2586	1350	
140, -A, -B	EMC	3-1944	2034, 2342, 2343	1350	
140-C	EMC	1-1945	2589	1350	
141, -A, -B	EMC	3-1944	2035, 2345, 2346	1350	
141-C	EMC	1-1945	2590	1350	
142, -A, -B	EMC	4-1944	2036, 2348, 2349	1350	
142-C	EMC	1-1945	2593	1350	
143, -A, -B	EMC	4-1944	2224, 2239, 2240	1350	
143-C	EMC	1-1945	2594	1350	
144, -A, -B	EMC	4-1944	2225, 2242, 2243	1350	
144-C	EMC	1-1945	2597	1350	
145, -A, -B	EMC	4-1944	2226, 2245, 2246	1350	
145-C	EMC	1-1945	2598	1350	
146, -A, -B	EMC	5-1944	2227, 2248, 2249	1350	
146-C	EMC	1-1945	2601	1350	
147, -A, -B	EMC	5-1944	2228, 2251, 2252	1350	
147-C	EMC	1-1945	2602	1350	
148, -A, -B	EMC	7-1944	2229, 2254, 2255	1350	
148-C	EMC	2-1945	2605	1350	
149, -A, -B	EMC	7-1944	2230, 2257, 2258	1350	
149-C	EMC	2-1945	2606	1350	
150, -A, -B	EMC	7-1944	2231, 2260, 2261	1350	
150-C	EMC	5-1945	3301	1350	
151, -A, -B	EMC	7-1944	2232, 2263, 2264	1350	
151-C	EMC	5-1945	3302	1350	
152	EMC	10-1944	2235	1350	
152-A	EMC	6-1943	1791	1350	
152-B	EMC	7-1943	1794	1350	
152-C	EMC	10-1944	2236	1350	
153	EMC	10-1944	2266	1350	
153-A	EMC	7-1943	1797	1350	
153-B	EMC	8-1943	1800	1350	
153-C	EMC	10-1944	2267	1350	
154	EMC	11-1944	2270	1350	
154-A, -B	EMC	9-1943	1803, 1806	1350	
154-C	EMC	11-1944	2271	1350	
155	EMC	11-1944	2274	1350	
155-A, -B	EMC	9-1943	1809, 1812	1350	
155-C	EMC	11-1944	2275	1350	
156	EMC	11-1944	2278	1350	
156-A, -B	EMC	10-1943	1815, 1818	1350	
156-C	EMC	11-1944	2279	1350	
157	EMC	12-1944	2282	1350	
157-A, -B	EMC	10-1943	2039, 2042	1350	
157-C	EMC	12-1944	2283	1350	
158	EMC	12-1944	2575	1350	Conv. to passenger service, 6-1946
158-A	EMC	12-1943	2045	1350	
158-B	EMC	1-1944	2048	1350	
158-C	EMC	12-1944	2576	1350	
159	EMC	12-1944	2579	1350	Conv. to passenger service, 9-1946

159-A	EMC	1-1944	2051	1350	
159-B	EMC	2-1944	2054	1350	
159-C	EMC	12-1944	2580	1350	
160	EMC	12-1944	2583	1350	Conv. to passenger service, 1-1946
160-A	EMC	2-1944	2057	1350	
160-B	EMC	3-1944	2060	1350	
160-C	EMC	12-1944	2584	1350	
161	EMC	1-1945	2587	1350	Conv. to passenger service, 1-1946
161-A, -B	EMC	3-1944	2338, 2341	1350	
161-C	EMC	1-1945	2588	1350	
162	EMC	1-1945	2591	1350	Conv. to passenger service, 5-1946
162-A, -B	EMC	3-1944	2344, 2347	1350	
162-C	EMC	1-1945	2592	1350	
163	EMC	1-1945	2595	1350	Conv. to passenger service, 6-1946
163-A, -B	EMC	4-1944	2279, 2241	1350	
163-C	EMC	1-1945	2596	1350	
164	EMC	1-1945	2599	1350	Conv. to passenger service, 5-1946
164-A, -B	EMC	4-1944	2244, 2247	1350	
164-C	EMC	1-1945	2600	1350	
165	EMC	1-1945	2603	1350	Conv. to passenger service, 3-1946
165-A, -B	EMC	5-1944	2250, 2253	1350	
165-C	EMC	1-1945	2604	1350	
166	EMC	2-1945	2607	1350	Conv. to passenger service, 7-1946
166-A, -B	EMC	7-1944	2256, 2259	1350	
166-C	EMC	2-1945	2608	1350	
167, -A, -B, -C	EMC	2-1945	2609, 2611, 2612, 2610	1350	Originally equipped for passenge service
168	EMC	5-1945	3299	1350	Conv. to passenger service, 8-1946
168-A, -B	EMC	7-1944	2262, 2265	1350	
168-C	EMC	5-1945	3300	1350	
169	EMC	5-1945	3303	1350	
169-A	EMC	5-1943	1536	1350	
169-B	EMC	2-1943	1533	1350	
169-C	EMC	5-1945	3304	1350	
170	EMC	7-1945	3312	1350	
170-A	EMC	2-1943	1530	1350	
170-B	EMC	1-1943	1527	1350	
170-C	EMC	7-1945	3313	1350	
171	EMC	7-1945	3316	1350	
171-A	EMC	12-1942	1524	1350	
171-B	EMC	10-1942	1521	1350	
171-C	EMC	7-1945	3317	1350	
172	EMC	7-1945	3320	1350	
172-A	EMC	10-1942	1518	1350	
172-B	EMC	5-1942	1515	1350	
172-C	EMC	7-1945	3321	1350	
173	EMC	7-1945	3324	1350	
173-A, -B	EMC	5-1942	1512, 1509	1350	
173-C	EMC	7-1945	3325	1350	
174	EMC	7-1945	3328	1350	
174-A, -B	EMC	4-1942	1506, 1503	1350	

174-C	EMC	7-1945	3329	1350
175	EMC	8-1945	3332	1350
175-A	EMC	4-1942	1500	1350
175-B	EMC	3-1942	1497	1350
175-C	EMC	8-1945	3333	1350
176	EMC	6-1945	3309	1350
176-A	EMC	3-1942	1494	1350
176-B, -C	EMC	6-1945	3338, 3310	1350
177, -A, -B, -C	EMC	6-1945	3307, 3336, 3337, 3308	1350
178, -A, -B, -C	EMC	8-1945	3709, 3713, 3714, 3710	1350
179, -A, -B, -C	EMC	8-1945	3711, 3715, 3716, 3712	1350

(C) SWITCH DIESELS

400	Whitcomb Loco. Co.	2-1941	60056	360
450	Dav.-Bes. Corp.	3-1941	2318	360
460	General Electric	12-1942	15780	380
461	General Electric	12-1942	15761	380
462	General Electric	7-1943	17929	380
463	General Electric	1-1944	18151	380
464 to 468	General Electric	12-1943	18152 to 18156	380
500	Fairbanks-Morse	4-1945	L-1003	1000
501	Fairbanks-Morse	4-1948	10-L-56	1000
502	Fairbanks-Morse	4-1948	10-L-57	1000
2150	EMC	5-1936	600	600
2151 to 2153	EMC	7-1937	639 to 641	600
2201	Baldwin	11-1939	62302	1000
2202	Baldwin	12-1939	62303	1000
2203	Baldwin	11-1939	62304	1000
2204 to 2205	Baldwin	1-1940	62305 to 62306	1000
2206	Baldwin	6-1941	62535	1000
2207	Baldwin	11-1942	64432	1000
2208 to 2209	Baldwin	2-1943	64734 to 64735	1000
2210	Baldwin	3-1943	64740	1000
2211 to 2212	Baldwin	4-1943	64748 to 64749	1000
2213 to 2216	Baldwin	5-1943	67713 to 67716	1000
2217 to 2218	Baldwin	6-1943	67724 to 67725	1000
2219 to 2220	Baldwin	7-1943	67728 to 67729	1000
2221	Baldwin	8-1943	67744	1000
2222 to 2223	Baldwin	8-1943	69640 to 69641	1000
2224 to 2226	Baldwin	12-1943	70122 to 70124	1000
2227	Baldwin	2-1944	70146	1000
2228 to 2229	Baldwin	3-1944	70162 to 70163	1000
2230	Baldwin	5-1944	70864	1000
2231 to 2234	Baldwin	6-1944	70865 to 70868	1000
2235 to 2241	Baldwin	6-1944	70872 to 70878	1000
2242 to 2244	Baldwin	7-1944	71927 to 71929	1000
2245 to 2247	Baldwin	5-1944	70848 to 70850	1000
2248 to 2250	Baldwin	7-1945	72029 to 72031	1000

2251 to 2252	Baldwin	8-1945	72032 to 72033	1000
2253 to 2254	Baldwin	8-1945	72042 to 72043	1000
2255 to 2256	Baldwin	9-1945	72048 to 72049	1000
2257 to 2259	Baldwin	10-1945	71530 to 71532	1000
2260 to 2265	Baldwin	2-1948	73576 to 73581	1000
2300	ALCo	2-1935	68682	600
2301 to 2302	ALCo	7-1937	68803 to 68804	600
2303 to 2304	ALCo	6-1944	71991 to 71992	600
2310	ALCo	6-1939	69099	1000
2311 to 2315	ALCo	6-1939	69141 to 69145	1000
2316 to 2319	ALCo	7-1939	69156 to 69159	1000
2320	ALCo	8-1939	69160	1000
2321	ALCo	8-1939	69176	1000
2322 to 2326	ALCo	8-1942	69939 to 69943	1000
2327	ALCo	3-1943	69883	1000
2328	ALCo	7-1943	69884	1000
2329	ALCo	9-1943	69885	1000
2330 to 2333	ALCo	10-1943	69886 to 69889	1000
2334 to 2335	ALCo	11-1943	70058 to 70059	1000
2336 to 2340	ALCo	12-1943	70060 to 70064	1000
2341 to 2342	ALCo	1-1944	70065 to 70066	1000
2343	ALCo	6-1944	72071	1000
2344 to 2345	ALCo	7-1944	72704 to 72705	1000
2346 to 2347	ALCo	8-1944	72725 to 72726	1000
2348 to 2352	ALCo	7-1945	73590 to 73594	1000
2353 to 2355	ALCo	10-1945	74331 to 74333	1000
2356 to 2358	ALCo	1-1948	75650 to 75652	1000
2400 to 2402	EMC	9-1937	725 to 727	900
2403 to 2404	EMC	7-1939	915 to 916	1000
2405 to 2408	EMC	8-1939	917 to 920	1000
2409 to 2415	EMC	9-1939	921 to 927	1000
2416	EMC	3-1943	1769	1000
2417	EMC	4-1943	1770	1000
2385	ALCo	6-1947	75391	1000
2386 to 2387	ALCo	7-1947	75392 to 75393	1000
2388	ALCo	8-1947	75482	1000
2600	Baldwin	6-1948	73748	2000

(D) GAS-ELECTRIC MOTOR CARS

Symbols for Type of Unit: P (Passenger); C (Coach); B (Baggage); S (Smoker); M (Mail).
Symbols for builders: St. Louis (St. Louis Car Co.); EMC (Electromotive Div., G. M. C.); Brill (J. G. Brill Co.); McKeen (McKeen Motor Car Co.); G. E. (General Electric Co.); H. S. (Hall Scott); AT&SF (A. T. & S. F. Ry. Co.).

Road No. of Unit	Type of Unit	Builder of Car	Builder of Power Plant	Date Built	Builder's Of Car	Const. No. Of P.P.	H.P. of Unit
M-108	PCB	St. Louis	EMC	1-1928	244	2700	275
M-109	PCB	St. Louis	EMC	1-1928	245	2701	275
M-110	PCB	Brill	Brill	2-1928		70028	300
M-115	CSM	Pullman	EMC	8-1929	372	3272	400
M-116	CSM	Pullman	EMC	8-1929	373	3273	400
M-117	CSM	Pullman	EMC	8-1929	374	3277	400
M-118	CSM	Pullman	EMC	8-1929	375	3276	400
M-119	CSM	Pullman	EMC	8-1929	376	3275	400
M-120	CSM	Pullman	EMC	8-1929	377	3278	400
M-121	CSM	Pullman	EMC	9-1929	378	3274	400
M-122	CSM	Pullman	EMC	10-1929	389	3290	400
M-123	CSM	Pullman	EMC	10-1929	390	3289	400
M-124	CSM	Pullman	EMC	10-1929	391	3291	400

M-125	CSM	Pullman	EMC	10-1929	392	3292	400
M-126	CSM	Pullman	EMC	3-1930	441	3551	400
M-130	CSB	Pullman	EMC	9-1929	384	3287	400
M-131	CSB	Pullman	EMC	9-1929	385	3285	400
M-150	BM	Pullman	EMC	5-1931	SEL-484-148	3572	400
M-151	BM	Pullman	EMC	6-1931	SEL-485-148	4125	400
M-152	BM	Pullman	EMC	6-1931	SEL-486-148	3573	400
M-153	BM	Pullman	EMC	6-1931	SEL-487-148	4129	400
M-154	BM	Pullman	EMC	6-1931	SEL-488-148	4128	400
M-155	BM	Pullman	EMC	6-1931	SEL-477-148	3570	400
M-156	BM	Pullman	EMC	6-1931	SEL-478-148	3567	400
M-157	BM	Pullman	EMC	6-1931	SEL-479-148	3568	400
M-160	BM	Brill	Brill	6-1931		8007	535
M-161	BM	Brill	Brill	6-1931		8008	535
M-162	BM	Brill	Brill	2-1932		8009	535
M-175	CSBM	Pullman	EMC	9-1929	379	3283	400
M-176	CSBM	Pullman	EMC	9-1929	380	3279	400
M-177	CSBM	Pullman	EMC	9-1929	381	3282	400
M-178	CSBM	Pullman	EMC	9-1929	382	3280	400
M-179	CSBM	Pullman	EMC	9-1929	383	3281	400
M-180	CSBM	Pullman	EMC	9-1929	387	3284	400
M-181	CSBM	Pullman	EMC	9-1929	388	3288	400
M-182	CSBM	Pullman	EMC	10-1929	386	3286	400
M-183	CSBM	Pullman	EMC	3-1930	442	3552	400
M-184	CSBM	Pullman	EMC	6-1931	SEL-481-148	4127	400
M-185	CSBM	Pullman	EMC	6-1931	SEL-482-148	3569	400
M-186	CSBM	Pullman	EMC	6-1931	SEL-483-148	4126	400
M-187	CSBM	Pullman	EMC	6-1931	SEL-480-148	3571	400
M-190	B	Pullman	EMC	6-1932	SEA-499	4346	900

Final Disposition of Gas-Electric Motor Cars as of Nov. 1, 1945.

M-100	SP	McKeen	McKeen	4-1909		200	Dismantled 8-18-21
M-101	SP	McKeen	McKeen	4-1909		200	Dismantled 10-8-21
M102	SP	McKeen	McKeen	7-1910		200	Sold to U.P., 10-31-22
M103	SP	McKeen	McKeen	8-1910		200	Sold to SA&AP, 3-21-22
M-104	P	AT&SF	AT&SF	7-1913		200	Scrapped 10-25-13
M-105*	BP	G. E.	G. E.	6-1913	3761	275	Dest. by fire, 2-19-43
M-106	BP	G. E.	G. E.	8-1913	3762	275	Dismantled 6-11-42
M-107	SP	Brill	H. S.	11-1921		200	Dismantled 10-18-33
M-185**	CSBM	Pullman	EMC	6-1931	SEL-482-148 3569	400	Dest. by fire at Chicago, 8-6-45

* Motor car M-105 was destroyed by fire on Feb. 19, 1943, at Cheyenne, Okla., as the result of a head-end collision with a mixed train, engine 1001. (Details covered in I. C. C. accident report, Investigation #2679).

** Motor car M-185 was destroyed by fire on August 6, 1945, at Chicago, Ill., as the result of a side-collision with a B. & O freight train. (Details covered in I. C. C. accident report, Investigation #2919).

(E) NOTES ON DIESEL LOCOMOTIVES:

(a) Passenger Diesels. Numbers without suffix have cabs; numbers with suffix "A" are cabless. Units 1 and 1A pulled the original unstreamlined "Super Chief." Each unit then had a cab and they were numbered 1A and 1B. About 1939, the two units were separated, rebuilt with a more streamlined contour, and assigned numbers 1 and 10. The No. 10 was again rebuilt, this time without a cab, and numbered 1A.

(b) Freight Diesels. Engines 100 and 101 originally had cab units on each end, but because engine crews insisted that they should therefore count as two engines, manned by two crews, the company decided to standardize on one cab and three cabless units for each engine. Thus, the back cab units of 100 and 101 were used as cab units for 102 and 103 and new cabless units purchased, one each for 100 and 101 and three each for 102 and 103.

Engines 104 to 151, inclusive, were delivered with one cab and three cabless units for each engine. It had been decided by then that one crew was plenty for four units, for beginning with engine 152, four cab units were delivered each time. The rear cabless unit was removed from engines 120 and 121 and with two new cab units made up engine 152. The other two new cab units were placed on the rear of 120 and 121. So it continued until all the engines from 120 to 151, inclusive, had cab units on both ends, as well as all new engines above 151. Cab units were then put on the rear of the engines below 120, beginning with 119 and on down to 106. The 100 to 104 still have but one cab unit.

Five diesel tenders numbered 9000 to 9004, inclusive, for use with road passenger diesel locomotives, were constructed during 1943 at the Topeka shop from discarded 1300 class tanks. The forward half of each unit consists of a compartment for housing two Model CFK 4225-2A Vapor-Clarkson steam generators and two turbine generator sets for supplying electrical power needed to run the steam generators. The equipment is in charge of an extra fireman. The rear half of the unit has a capacity of 8,500 gallons of water and 1,050 gallons of fuel oil. The turbines are piped into the steam lines from both steam generators so that either turbine may be operated from steam produced by either generator. A jumper cable is attached to the diesel locomotive so that the locomotive battery can be trainlined to the tender unit to operate one steam generator or two steam generators if two locomotive units are jumpered together.

It is reported that, by the close of 1947, all steam locomotives will have been cleared out of Topeka shop and that this shop will thereafter be devoted to the servicing of diesel motive power exclusively.

Diesel tenders 9000-9004 were turned out of Topeka Shops on the following dates:

9000 March, 1943
9001 April, 1943
9002 June, 1943
9003 August, 1943
9004 December, 1943

XI COMPLETE ROSTER OF LOCOMOTIVES OF PREDECESSOR AND SUBSIDIARY LINES

(A) ATLANTIC & PACIFIC RAILROAD

LOCOMOTIVES OF THE WESTERN DIVISION— A. & P. JCT. (SOUTH OF ALBUQUERQUE), N. M., TO MOJAVE, CALIF.

Compiled by

R. P. MIDDLEBROOK and R. V. DODGE,

with assistance of

C. E. FISHER and S. R. WOOD.

ENGINE NUMBERS

ORIG. A&P	2ND A&P	SFP	AT&SF	NAME	TYPE	BUILDER	YEAR	NO.	CYLS.	DRIV.	REMARKS
1	—	1	2221	——	0-6-0	Hinkley	1880	?	16x24	51	
2	—	—	—	——	0-4-0	Manch.	1881	896	15x22	51	Out prior 1897
76	3	—	—	——	4-4-0	Manch.	1880	819	17x24	60	Out prior 1897
77	4	—	—	"Atlantic"	4-4-0	Baldwin	1870	2134	15x24	60¾	Out prior 1897; orig. built as St. Joseph & Denver City #4 "Troy"
78	5	—	—	"Pacific"	4-4-0	Baldwin	1880	5376	16x24	60	Out prior 1897
79	6	—	—	"Arctic"	4-4-0	Baldwin	1880	5407	16x24	60	Out prior 1897
80	7	—	—	"Antarctic"	4-4-0	Baldwin	1880	5409	16x24	60	Out prior 1897
81	8	—	—	"Adriatic"	4-4-0	Baldwin	1880	5424	16x24	60	Out prior 1897
82	9	—	—	"Ponca"	4-4-0	Taunton	1880	764	16x24	60	To Frisco 245; 2245
83	10	—	—	"Navajo"	4-4-0	Taunton	1880	765	16x24	60	Out prior 1897
84	11	—	—	"Apache"	4-4-0	Taunton	1880	766	16x24	60	Out prior 1897
85	12	—	—	"Comanche"	4-4-0	Taunton	1880	767	16x24	60	Out prior 1897
86	13	—	—	"Hualapai"	4-4-0	Taunton	1880	768	16x24	60	Out prior 1897
87	14	—	—	"Sioux"	4-4-0	Taunton	1880	769	16x24	60	Out prior 1897
88	15	—	011	?	4-4-0	Rh. Isl.	1881	943	16x24	60	To C. S. #4; AT&SF #011
89	16	—	—	"Omaha"	4-4-0	Rh. Isl.	1881	944	16x24	60	Out prior 1897
90	17	—	—	"Pawnee"	4-4-0	Rh. Isl.	1881	945	16x24	60	Out prior 1897
91	18	—	—	"Cheyenne"	4-4-0	Rh. Isl.	1881	946	16x24	60	Out prior 1897
26	19	19	637		4-8-0	Rh. Isl.	1881	993	20x26	50	Sc. 11-23-22
27	20	20	638		4-8-0	Rh. Isl.	1881	994	20x26	50	Sc. 12-16-21
28	21	21	639		4-8-0	Rh. Isl.	1881	995	20x26	50	Sold
29	22	22	636		4-8-0	Rh. Isl.	1881	996	20x26	50	Sc. 2-7-23
30	23	23	631		4-8-0	Rh. Isl.	1881	997	20x26	50	Sold
31	24	24	632		4-8-0	Rh. Isl.	1881	998	20x26	50	Sc. 3-28-24
32	25	25	633		4-8-0	Rh. Isl.	1881	999	20x26	50	Sold Belington & Beaver River #77
33	26	26	634		4-8-0	Rh. Isl.	1881	1000	20x26	50	Sold 9-4-17
34	27	—	—		4-8-0	Rh. Isl.	1881	1001	20x26	50	Boiler exploded; sc. 11-1-87
35	28	28	635		4-8-0	Rh. Isl.	1881	1002	20x26	50	Sc. 7-8-19

(Note: Locomotives 26-35 were named after states of the Union, but the exact naming has not been ascertained. They were nicknamed "Tarantulas.")

Of the following ten locomotives, Nos. 29-38, only one, No. 32, was renumbered; it became SFP #32, later AT&SF #0106.

29	"Genl. Sherman"	4-4-0	Manch.	1882	1031	Out prior 1897
30	"Genl. Sheridan"	4-4-0	Manch.	1882	1032	Out prior 1897
31	"Genl. McDowell"	4-4-0	Manch.	1882	1033	Out prior 1897
32	"Genl. Hancock"	4-4-0	Manch.	1883	1034	Out after 1914
33	"Genl. Pope"	4-4-0	Manch.	1883	1035	Out prior 1897
34	"Genl. Hatch"	4-4-0	Manch.	1882	1036	Out prior 1897
35	"Genl. McKenzie"	4-4-0	Manch	1882	1037	Out prior 1897
36	"Genl. Wilcox"	4-4-0	Manch.	1882	1038	Out prior 1897
37	"Genl. Crook"	4-4-0	Manch.	1882	1039	Out prior 1897
38	"Genl. Carr"	4-4-0	Manch.	1882	1040	Out prior 1897

All 17x24—60

The following ten locomotives, Nos. 39-48, were named after railroad officials, but the exact system of naming has not been ascertained. It is believed that all the group were originally Santa Fe locomotives reassigned to the A&P. Nos. 42 and 43 are known to have been AT&SF nos. 244 and 231, respectively.

Orig. A&P	SFP	Final AT&SF				
39	—	—	2-8-0	Hinkley	1882	Out prior 1897
40	40	2303	2-8-0	Hinkley	1882	Final disposition unknown
41	41	2317	2-8-0	Hinkley	1882	Final disposition unknown
42	42	2344	2-8-0	Hinkley	1882	Sc. 12-21-14
43	43	2351	2-8-0	Hinkley	1882	Sc. 3-18-15
44	—	—	2-8-0	Hinkley	1882	Out prior 1897
45	—	—	2-8-0	Hinkley	1882	Out prior 1897
46	—	—	2-8-0	Hinkley	1882	Out prior 1897
47	—	—	2-8-0	Hinkley	1882	Out prior 1897
48	—	—	2-8-0	Hinkley	1882	Out prior 1897

All 17x26—48

Of the following group of locomotives, Nos. 49-87, Nos. 50-55 and 61-62 were originally built as St. Louis & San Francisco nos. 300-307, respectively, but were assigned to the A&P which was, at the time, jointly controlled by the StL&SF and the AT&SF.

49	49	282	4-6-0	Baldwin	1886	7927	Sc. 9-16-05
50	—	—	4-6-0	Baldwin	1886	7926	Sold Ariz. Lbr. Co. #3
51	51	281	4-6-0	Baldwin	1886	7931	Sc. 6-30-02
52	—	—	4-6-0	Baldwin	1886	7935	Out prior 1897

All 17½x24—58

53	53	388	4-6-0	Pittsburgh	1887	929	Sc. 3-21-25
54	54	354	4-6-0	Pittsburgh	1887	930	Sc. 3-19-29
55	55	355	4-6-0	Pittsburgh	1887	931	Sc. 11-24-27
56	56	356	4-6-0	Pittsburgh	1887	924	Sc. 8-12-25
57	57	357	4-6-0	Pittsburgh	1887	925	Sc. 8-11-15
58	58	358	4-6-0	Pittsburgh	1887	926	Sc. 3-7-24
59	59	359	4-6-0	Pittsburgh	1887	927	Sc. 4-30-27
60	60	360	4-6-0	Pittsburgh	1887	928	Sc. 7-12-27
61	61	361	4-6-0	Pittsburgh	1887	932	Sc. 4-8-31
62	62	362	4-6-0	Pittsburgh	1887	933	Sc. 6-26-24
63	63	363	4-6-0	Pittsburgh	1888	980	Sc. 3-11-13
64	64	364	4-6-0	Pittsburgh	1888	981	Sc. 3-5-26
65	65	365	4-6-0	Pittsburgh	1888	982	Sold 2-18-30, White Pine Lbr. Co.
66	66	366	4-6-0	Pittsburgh	1888	983	Sc. 6-13-24
67	67	367	4-6-0	Pittsburgh	1888	984	Sc. 7-30-24
68	68	368	4-6-0	Pittsburgh	1888	985	Sc. 9-27-29
69	69	369	4-6-0	Pittsburgh	1888	986	Sc. 10-31-27
70	70	370	4-6-0	Pittsburgh	1888	987	Sc. 3-7-24
71	71	371	4-6-0	Pittsburgh	1888	988	Sc. 12-29-22
72	72	372	4-6-0	Pittsburgh	1888	989	Sc. 11-21-25
73	73	373	4-6-0	Pittsburgh	1888	990	Sold 3-5-30, White Pine Lbr. Co.
74	74	374	4-6-0	Pittsburgh	1888	991	Sc. 3-26-27
75	75	375	4-6-0	Pittsburgh	1888	992	Sc. 4-20-26
76	76	376	4-6-0	Pittsburgh	1888	993	Sc. 4-13-28
77	77	377	4-6-0	Pittsburgh	1888	994	Sold 2-1-29, San Juan C&C Co.
78	78	378	4-6-0	Pittsburgh	1888	995	Sc. 6-10-19
79	79	379	4-6-0	Pittsburgh	1888	996	Sc. 4-29-26
80	80	380	4-6-0	Pittsburgh	1888	997	Sc. 3-22-29
81	81	381	4-6-0	Pittsburgh	1888	998	Sc. 12-13-27

82	82	382	4-6-0	Pittsburgh	1888	999	Sc. 4-3-25		
83	83	383	4-6-0	Pittsburgh	1888	1000	Sc. 7-29-29		
84	84	384	4-6-0	Pittsburgh	1888	1001	Sc. 10-14-24		
85	85	385	4-6-0	Pittsburgh	1888	1002	Sc. 2-28-28		
86	86	386	4-6-0	Pittsburgh	1888	1003	Sc. 4-20-32		
87	87	387	4-6-0	Pittsburgh	1888	1004	Sc. 7-7-23		

All 19x26—59

88	88	125	4-4-0	NYLW (Rome)	1888	418	18x26	61	Sc. 12-7-23
89	89	126	4-4-0	NYLW (Rome)	1888	419	18x26	61	Sold 9-24-19 Fresno Dist. Fair Assn.
90	90	127	4-4-0	NYLW (Rome)	1888	420	18x26	61	Sold 3-17-16 S. C. R. R.
91	91	128	4-4-0	NYLW (Rome)	1888	421	18x26	61	Sc. 9-20-22
92	92	129	4-4-0	NYLW (Rome)	1888	422	18x26	61	Sc. 11-30-21
93	93	130	4-4-0	NYLW (Rome)	1888	423	18x26	61	Sc. 9-27-21
94	94	131	4-4-0	NYLW (Rome)	1888	424	18x26	61	Sc. 11-29-21
95	95	0212	0-6-0	NYLW (Rome)	1888	425	18x24	48	Re. 2159. Sc. 4-22-22
96	96	0209	0-6-0	NYLW (Rome)	1888	426	18x24	48	Re. 2156. Sold 9-21-13
97	97	0210	0-6-0	NYLW (Rome)	1888	427	18x24	48	Re. 2157. Sc. 12-10-24
98	98	0211	0-6-0	NYLW (Rome)	1888	428	18x24	48	Re. 2158. Sc. 3-22-29
99	99	—	4-6-0	Rogers	1887	3815	17x24	56	Out prior 1900

(Note: Engine 99 was originally Prescott & Arizona Central #3 "City of Prescott." It was acquired by the A&P in 1893).

100	100	284	4-6-0	Baldwin	1892	13269	Sc. 6-3-25
101	101	285	4-6-0	Baldwin	1892	13270	Sc. 8-7-25
102	102	286	4-6-0	Baldwin	1892	13271	Sc. 9-8-25
103	103	287	4-6-0	Baldwin	1892	13277	Sc. 12-24-20
104	104	288	4-6-0	Baldwin	1892	13284	Sc. 8-4-23
105	105	289	4-6-0	Baldwin	1892	13293	Sc. 8-10-25
106	106	290	4-6-0	Baldwin	1892	13285	Sc. 1-18-21
107	107	291	4-6-0	Baldwin	1892	13298	Sc. 12-30-15
108	108	292	4-6-0	Baldwin	1892	13353	Sc. 5-25-21
109	109	293	4-6-0	Baldwin	1892	13357	Sc. 7-3-23
110	110	294	4-6-0	Baldwin	1892	13358	Sc. 7-31-23
111	111	295	4-6-0	Baldwin	1892	13359	Sold 8-8-25, R. B. Barry
112	112	296	4-6-0	Baldwin	1892	13364	Sc. 8-17-23
113	113	297	4-6-0	Baldwin	1892	13367	Sc. 5-21-25
114	114	298	4-6-0	Baldwin	1892	13368	Sc. 10-24-25
115	115	299	4-6-0	Baldwin	1892	13369	Sc. 9-15-16
116	116	300	4-6-0	Baldwin	1892	13384	Sc. 5-28-21
117	117	301	4-6-0	Baldwin	1892	13388	Sc. 8-11-13
118	118	302	4-6-0	Baldwin	1892	13389	Sc. 5-12-25
119	119	303	4-6-0	Baldwin	1892	13390	Sc. 2-9-22
120	120	304	4-6-0	Baldwin	1892	13392	Sold 9-17-18, Apache Ry.
121	121	305	4-6-0	Baldwin	1892	13393	Sc. 5-3-21
122	122	306	4-6-0	Baldwin	1892	13394	Sc. 8-17-25
123	123	307	4-6-0	Baldwin	1892	13418	Sc. 2-25-21
124	124	283	4-6-0	Baldwin	1892	13396	Sc. 12-20-31

All 19x24—61

(B) LOCOMOTIVES OF THE CALIFORNIA SOUTHERN RAILWAY

As compiled by Mr. R. V. Dodge with assistance of Messrs. G. M. Best, R. P. Middlebrook and S. R. Wood.

Due to lack of official records, this roster has been compiled with the aid of various references, among which are:

R&LHS Bulletin, "Locomotives of the Santa Fe," First Edition, by S. R. Wood.

Records of the various builders of locomotives.

Newspapers—San Diego Union; San Diego Sun; National City Record; San Bernardino Times-Index.

The Southern California Railway was the original predecessor of the Atchison, Topeka & Santa Fe Railway in California. It was built from National City to Colton in 1881-1882 and extended to Waterman Junction (Barstow) in 1885. Consolidation of the California Southern, California Central and the Redondo Branch led to reincorporation as the Southern California Railway in 1889, but the locomotives were not renumbered to Southern California until 1897.

ENGINE NUMBERS

	CS	SC	AT&SF	TYPE	BUILDER	YEAR	NO.	CYLS.	DRIV.	REMARKS
	1	3	012	4-4-0	Rhode Island	1881	941	16x24	58	Sold to SDC&E #3, 4-02
	2	—	—	4-4-0	Rhode Island	1881	942	16x24	58	Disposition unknown
	3	35	03	0-4-0	Manchester	1881	895	15x22	51	Conv. to saddle-tank and renumbered 2155
1st	4	—	0159	4-4-0	Manchester	1881	1007	17x24	60	Probably diverted in 1882 to the C.M.; later GC&SF nos. 32 and 101.
2nd	4	4	011	4-4-0	Rhode Island	1881	943	16x24	58	Orig. A&P #88. Final disposition unknown
1st	5	—	—	4-4-0	Rogers	1881	2745*			Built as FCdeS #13. Disp. of prior to 1887
1st	6	—	—	4-4-0	Rogers	1881	2746*			Built as FCdeS #14. Disp. of prior to 1887
1st	7	—	0160	4-4-0	Manchester	1881	1008	17x24	60	Trans. to C. M., 1-4-83. Later GC&SF nos. 31 and 100
1st	8	—	—	4-4-0	Rhode Island	1881	940	16x24	58	Built as FCdeS #8 "Ures." It was the first Santa Fe locomotive in California. Disp. of prior to 1887
1st	9	—	—	4-4-0	Manchester	1881	1009*	17x24	60	Trans. to C.M.., 1-4-83
1st	10	—	—	4-4-0	Manchester	1881	1010*	17x24	60	Trans. to C.M., 1-4-83
	11	5	0107	4-4-0	Rhode Island	1882	1219	17x24	60	Scrapped
	12	6	0108	4-4-0	Rhode Island	1882	1220	17x24	60	Scrapped
	13	7	0109	4-4-0	Rhode Island	1882	1221	17x24	60	Scrapped
2nd	5	51	397	4-6-0	Baldwin	1887	8348	18½x26	59	Temporarily SFR&E #101. Sc. at Los Angeles, 3-20-22
2nd	6	52	395	4-6-0	Baldwin	1887	8352	18½x26	59	Sc., Richmond, 3-23-21
2nd	7	53	396	4-6-0	Baldwin	1887	5356	18½x26	59	Sc., Calwa, 12-30-24
2nd	8	60	413	4-6-0	Baldwin	1887	8393	19x28	57	Sc. Richmond, 9-19-24
2nd	9	61	414	4-6-0	Baldwin	1887	8397	19x28	57	Sc., San Bdno., 5-6-22
2nd	10	62	415	4-6-0	Baldwin	1887	8517	19x28	57	Sc., Richmond, 5-18-21
	14	63	416	4-6-0	Baldwin	1887	8520	19x28	57	Sc., Richmond, 10-15-24
	15	64	417	4-6-0	Baldwin	1887	8522	19x28	57	Sc., Richmond, 9-17-14
	16	65	418	4-6-0	Baldwin	1887	8523	19x28	57	Sc., Calwa, 1-11-28
	17	66	412	4-6-0	Baldwin	1887	8524	19x28	57	Sc., Alb., 9-21-29
	18	—	—	4-4-0	?	?	?	?	?	Orig. LA&SGV #1. Disp. unknown
1st	19	—	—	4-4-0	?	?	?	?	?	Orig. LA&SGV #2. Disp. unknown
2nd	19	8	0164	4-4-0	Brooks	1889	1544	17x24	62	Orig. SDC&E #1. Acquired in 1892. Sold prior to 1914
	20	9	0163	4-4-0	Pittsburgh	1886	815	17x24	62	Orig. LA&SGV #3. Sc. prior to 1915
	21	50	0213	2-6-0	Pittsburgh	1886	861	17x24	51	Orig. LA&SGV #4. Reblt. after 1902 to 0-6-0 and renumb. 2418. Sc. prior to 1914
	22	90	465	4-6-0	Baldwin	1894	13909	20x28	57	Sc., Calwa, 12-31-35
	23	91	466	4-6-0	Baldwin	1894	13910	20x28	57	Sc., Calwa, 3-22-34
	24	92	467	4-6-0	Baldwin	1894	13911	20x28	57	Sc., B'field, 3-16-35
	25	93	464	4-6-0	Baldwin	1894	13912	20x28	57	Sc., B'field, 3-23-33

* These construction numbers were determined by deductions and eliminations and are subject to error. These engines were ordered for the Ferro Carril de Sonora, but were not delivered to the Sonora Ry. It is known that numerous transfers were made among the predecessor and affiliated companies of the Atchison, Topeka & Santa Fe.

ABBREVIATIONS USED

A&P—Atlantic & Pacific
CM—Central Mexicano (Mexican Central)
FCdeS—Ferro Carril de Sonora (Sonora Ry.)
CS—California Southern Railroad
GC&SF—Gulf, Colorado & Santa Fe
LA&SGV—Los Angeles & San Gabriel Valley
SC—Southern California Railway
SDC&E—San Diego, Cuyamaca & Eastern
SFR&E—Santa Fe, Raton & Eastern

(C) CLINTON & OKLAHOMA WESTERN RAILROAD

ROSTER OF LOCOMOTIVES

ENGINE NUMBERS						Const.	Dimensions			Tractive
AT&SF	C&OW	Original	Type	Builder	Year	No.	Cyls.	Driv.	Steam	Effort
——	8	LStL&T 8	4-4-0	Pittsburgh	1888	839	17x24	63	160	15000
2436	26	WF&NW 26	4-6-0	Baldwin	1911	36293	18x26	56	150	23000
2437	27	WF&NW 27	4-6-0	Baldwin	1911	36294	18x26	56	150	23000
——	101	?	4-4-0	?	?	?	?	?	?	?
——	102	?	4-6-0	?	1888	?	18x26	56	140	18000
393	103	PAJ&S 200	4-6-0	Cooke	1901	2709	19x26	56	185	26350
——	104	NYC 774	2-6-0	Schenectady	1899	3919	20x28	57	180	30060

REMARKS

Engine 8 was originally built for the Louisville, St. Louis & Texas Ry. and in May, 1896, became #8 of the Louisville, Henderson & St. Louis Ry. on reorganization of the LStL&T. It was originally equipped with vacuum brakes and crosshead-driven water pump, later replaced with air brakes and injectors. The engine was sold on June 30, 1913, by the LH&StL Ry. at Cloverport, Ky., to the Cheyenne Railroad, formerly the Cheyenne Short Line, of Cheyenne, Oklahoma, through an agent, one W. A. Zelnicker, of St. Louis, Mo. The road number, 8, was retained. In 1917, the Cheyenne Railroad Co. was acquired by the Clinton & Oklahoma Western. Engine 8 was fitted with a new firebox at the Clinton, Okla., shop, and used in stationary service at Clinton until dismantled, Nov. 1, 1922.

Engines 26 and 27 were purchased from the Wichita Falls & Northwestern in June, 1913, and were dismantled as AT&SF nos. 2436 and 2437 at Albuquerque, N. M., on Oct. 31, 1929, and Nov. 19, 1929, respectively. They were originally built for a South American road, the Cia Agricola de Colombres, but for an unknown reason were not delivered to that road and instead were sold to the WF&NW.

Engine 101. No official records have been found describing this locomotive. It was evidently obtained in used condition by the C&OW from an unknown source.

Engine 102. Original status of this locomotive has not been ascertained. It was sold to the Wichita Falls & Southern Ry., May 5, 1923, and numbered 16. It was dismantled by the WF&S Ry. at the Call Field shop in December, 1925.

Engine 103. According to the records of the American Locomotive Company, this locomotive was originally sold to P. M. Johnston & Sons, of Acme, Texas, as their number 200. It was apparently intended to be Lehigh & New England #5 when built, but was diverted to the Johnston firm, railroad contractors. It later became the property of McCabe & Steen, railroad contractors of Ft. Worth, Texas, and was used by them under number 105. Later, the locomotive passed into the possession of another construction company, P. M. Johnston, Sons and Allhands. It was sold to the C&OW in June, 1913. On acquiring the C&OW in 1929, the Santa Fe renumbered the engine 393. It was dismantled at the Topeka shops on Nov. 5, 1934.

Engine 104. Originally New York Central #774, later NYC #1677. Purchased by the C&OW from the General Equipment Co., April 20, 1917. Dismantled at the AT&SF Topeka shops, April 4, 1929.

(D) GULF, COLORADO & SANTA FE
ORIGINAL ROSTER
of
STEAM LOCOMOTIVES
1876-1900

Final AT&SF	1898	Orig. GC&SF	Type	Builder	Year	Bldrs. No.	Cyls.	Driv.	Final Disposition
—	11	1	4-4-0	Baldwin	1876	3897	15x24	52	Sc. 11-1898
—	12	2	4-4-0	Baldwin	1878	4312	15x24	52	Sold 11-1902
—	13	3	4-4-0	Baldwin	1878	4413	15x24	52	Sc. 6-1900
019	31	4	4-4-0	Baldwin	1879	4724	16x24	56	Sc. 5-1903
020	32	5	4-4-0	Baldwin	1879	4718	16x24	56	Sc. 8-1903
021	33	6	4-4-0	Baldwin	1879	4744	16x24	56	Sc. 7-1904
—	991	7	0-4-0	Baldwin	1879	4749	14x22	43	Sold 10-1901
—	14	8	4-4-0	Baldwin	1880	5239	15x24	52	Sc. 12-1901
—	15	9	4-4-0	Baldwin	1880	5245	15x24	52	Sc. 3-1900
022	34	10	4-4-0	Baldwin	1880	5207	16x24	56	Sold 7-1902
—	35	11	4-4-0	Baldwin	1880	5208	16x24	56	Sc. 4-1902
—	—	12	4-4-0	Rogers	1873	2269	16x24	56	Unknown (See note 1)
016	21	13	4-4-0	Rogers	1873	2272	16x24	56	Sc. 5-1903
017	22	14	4-4-0	Rogers	1881	2673	16x24	56	Sc. 5-1903
018	23	15	4-4-0	Rogers	1881	2675	16x24	56	Sc. 5-1903
—	992	16	0-4-0	Baldwin	1881	5561	14x22	43	Sc. 4-1902
—	993	17	0-4-0	Baldwin	1881	5856	14x22	43	Sc. 4-1902
—	16	18	4-4-0	Baldwin	1881	5608	15x24	52	Sc. 2-1900
—	1st	19	4-4-0	Baldwin	1881	5611	15x24	52	Unknown
0203	361 2nd	19	2-6-0	Baldwin	1887	9567	18x24	54	Sold 4-1919 Texas Gulf Sulfur Co.
—	17	20	4-4-0	Baldwin	1881	5612	15x24	52	Sc. 12-1901
023	36	21	4-4-0	Baldwin	1881	5638	16x24	56	Sold 7-1903
024	37	22	4-4-0	Baldwin	1881	5645	16x24	56	Sc. 7-1903
025	38	23	4-4-0	Baldwin	1881	5648	16x24	56	Sold 1-1902
—	39	24	4-4-0	Baldwin	1881	5652	16x24	56	Sc. 11-1900
026	40	25	4-4-0	Baldwin	1881	5690	16x24	56	Sold 4-1902
027	41	26	4-4-0	Baldwin	1881	5691	16x24	56	Sold 3-1902
028	42	27	4-4-0	Baldwin	1881	5743	16x24	56	Sc. 12-1913
029	43	28	4-4-0	Baldwin	1881	5747	16x24	56	Sold 10-1902
030	44	29	4-4-0	Baldwin	1881	5852	16x24	56	Sc. 5-1903
—	45	30	4-4-0	Baldwin	1881	5853	16x24	56	Sc. 12-1900
0160	100	31	4-4-0	Manchester	1881	1008	17x24	56	Sc. 12-1913 (See Note 2)
0159	101	32	4-4-0	Manchester	1881	1007	17x24	56	Sc. 1-1915 (See Note 2)
088	81	33	4-4-0	Pittsburgh	1882	598	17x24	52	Sc. 9-1911
089	82	34	4-4-0	Pittsburgh	1882	599	17x24	52	Sold 9-1902
090	83	35	4-4-0	Pittsburgh	1882	600	17x24	52	Sold 1-1905
091	84	36	4-4-0	Pittsburgh	1882	601	17x24	52	Sold 9-1902
0161	161	37	4-4-0	Baldwin	1883	6841	17x24	56	Sc. 6-1915
0158	61	38	4-4-0	Hinkley	1881	(GC-84)	17x24	57	Sc. 12-1915 (See Note 3)
—	—	39	4-4-0	Rogers	1881		15x24	58½	Unknown (See Note 3)
—	2	40	4-4-0	Pittsburgh	1881		15x24	56	Sc. 4-1899 (See Note 3)
—	3	41	4-4-0	Dan Cooke & Co.	1881		14x24	57½	Sc. 12-1898 (See Note 3)
—	4	42	4-4-0	Dickson	1881	300	15x24	51	Sc. 11-1900 (See Note 4)
—	994	43	0-4-0	Baldwin	1882	6479	14x22	43	Sc. 6-1900
—	995	44	0-4-0	Baldwin	1882	6480	14x22	43	Sc. 7-1900
0165	166	45	4-4-0	Baldwin	1883	6840	17x24	56	Sc. 10-1913
—	162	46	4-4-0	Baldwin	1883	6878	17x24	56	Sc. 5-1900
0162	163	47	4-4-0	Baldwin	1883	6885	17x24	56	Sc. 6-1903
—	164	48	4-4-0	Baldwin	1883	6904	17x24	56	Sc. 10-1900
—	165	49	4-4-0	Baldwin	1883	6906	17x24	56	Sc. 9-1900
—	996	50	0-4-0	Baldwin	1883	6863	14x22	43	Sc. 8-1900
—	997	51	0-4-0	Baldwin	1883	6875	14x22	51	Sc. 2-1900
0181	301	52	2-6-0	Baldwin	1885	7671	17x24	48	Sold 9-1902
—	302	53	2-6-0	Baldwin	1885	7672	17x24	48	Sold 8-1902 to KCM&O Ry.
—	303	54	2-6-0	Baldwin	1885	7674	17x24	48	Sc. 11-1902

0182	304	55	2-6-0	Baldwin	1885	7673	17x24	48	Sc. 5-1905
0183	305	56	2-6-0	Baldwin	1885	7675	17x24	48	Sc. 10-1902
—	306	57	2-6-0	Baldwin	1886	8060	17x24	48	Sc. 10-1900
0184	307	58	2-6-0	Baldwin	1886	8059	17x24	48	Sc. 7-1903
—	308	59	2-6-0	Baldwin	1886	8061	17x24	48	Sc. 9-1900
0185	309	60	2-6-0	Baldwin	1886	8062	17x24	48	Sc. 9-1902
0186	310	61	2-6-0	Baldwin	1886	8064	17x24	48	Sc. 12-1902
0187	311	62	2-6-0	Baldwin	1886	8085	17x24	48	Sold 7-1903
0188	312	63	2-6-0	Baldwin	1886	8089	17x24	48	Sc. 6-1903
0178	313	64	2-6-0	Baldwin	1886	8091	17x24	48	Sc. 6-1907
0179	314	65	2-6-0	Baldwin	1886	8092	17x24	48	Sold 12-1903 (See Note 5)
0180	315	66	2-6-0	Baldwin	1886	8098	17x24	48	Sold 9-1902
2218	901	67	0-6-0	Baldwin	1886	8124	17x24	44	Sold 5-1906
0208	351	68	2-6-0	Baldwin	1886	8190	18x24	48	Sc. 11-1914
0194	352	69	2-6-0	Baldwin	1886	8191	18x24	48	Sc. 12-1920
0195	353	70	2-6-0	Baldwin	1886	8194	18x24	48	Sc. 10-1902
0196	354	71	2-6-0	Baldwin	1886	8195	18x24	48	Sc. 8-1910
0197	355	72	2-6-0	Baldwin	1887	8445	18x24	48	Sc. 5-1916
0198	356	73	2-6-0	Baldwin	1887	8441	18x24	48	Sold 9-1902
0199	357	74	2-6-0	Baldwin	1887	8493	18x24	48	Sc. 10-1902
0200	358	75	2-6-0	Baldwin	1887	8495	18x24	48	Sold 10-1906
0201	359	76	2-6-0	Baldwin	1887	8498	18x24	48	Sc. 5-1916
0202	360	77	2-6-0	Baldwin	1887	8500	18x24	48	Sold 6-1906 Sabine River Lbr. & Log. Co.
2219	902	78	0-6-0	Baldwin	1887	8765	17x24	44	Sc. 11-1913
2220	903	79	0-6-0	Baldwin	1887	8766	17x24	44	Sc. 11-1913
0204	362	80	2-6-0	Baldwin	1888	9566	18x24	54	Sc. 6-1916
0205	363	81	2-6-0	Baldwin	1888	9568	18x24	54	Sold 3-1918 Santa Fe Tie & Lumber Preserving Co.
0206	364	82	2-6-0	Baldwin	1888	9570	18x24	54	Sc. 4-1916
0207	365	83	2-6-0	Baldwin	1888	9577	18x24	54	Sold 8-1916 Beaumont Shingle & Lumber Co.

NOTES

1. Engine 12 was originally built as Indianapolis, Bloomington & Western #65.
2. Engines 31 and 32 were originally California Southern nos. 4 and 7.
3. Engines 38, 39, 40 and 41 apparently obtained in used condition from sources unknown.
4. Engine 42 apparently was originally built as Chicago, Pekin & Southwestern #19 and came to the GC&SF from the Chicago, Texas & Mexican Central which built the line from Cleburne to Dallas in 1881-82.
5. Engine 65, as AT&SF #0179, was sold to the Eel River & Eureka, where it was given No. 5. It was acquired in 1907 by the Northwestern Pacific and numbered 151. Renumbered NWP 352. Scrapped in 1929.

(E) LOCOMOTIVES OF THE KANSAS CITY, MEXICO & ORIENT RAILWAY

Courtesy of Orris Bilger

K. C. M. & O. #401—Baldwin 1918 (#48056). Later AT&SF #2554. Scrapped at Topeka, 8/28/34. Originally built for Russian Govt., Wichita, Kans., 1927.

Courtesy of Orris Bilger

K. C. M. & O. #501—ALCo. Cooke 1906 (#38448)—Later AT&SF #2557. Originally had diamond stack and All-Free-Hubbell valve gear. Rebuilt at Orient Shops, Wichita, 1920. Scrapped at Topeka Shops, 6/13/30. Wichita, Kans., 1927.

ENGINE NUMBERS

KCM&O	AT&SF	Type	Builder	Year	Bldrs. Number	Remarks
1	none					No record
2	none					No record
3	none	2-6-0	Porter			
4	none	2-6-0				No record
5	none	2-6-0	Rhode Island			
6	none	4-4-0				No record
7	none					No record
8	none	2-6-0				No record
9	none					No record
10	none	2-6-0				No record
11	none	4-4-0	Dickson			Scrapped by KCM&O Ry., 1925
12	none	4-6-0				No record
13	none					No record
14	none	0-6-0	Baldwin	1890	10569	Orig. West. N. Y. & Pa. #82
15	none	0-6-0	Baldwin	1891	11988	Orig. West. N. Y. & Pa. #87
16	none	0-6-0	Baldwin	1889	9784	Orig. West. N. Y. & Pa. #76
17	2500	0-6-0	Pittsburgh	1909	46538	Sc. by AT&SF Ry., Topeka, 7-13-33
18	2501	0-6-0	Pittsburgh	1909	46539	Sc. by AT&SF Ry., West Wichita, 5-17-33
19	2502	0-6-0	Pittsburgh	1909	46540	Sc. by AT&SF Ry.,, Topeka, 9-18-33
20	2503	0-6-0	Pittsburgh	1909	46541	Sc. by AT&SF Ry., Topeka, 7-19-34
*21	2504	2-8-0	Schenectady	1903	27127	Orig. NYC #2418; later #2688; sc. by AT&SF Ry., Topeka, 12-26-34
*22	2505	2-8-0	Schenectady	1903	27129	Orig. NYC #2420; later #2690; sc. by AT&SF Ry., Topeka, 12-6-33
*23	2506	2-8-0	Schenectady	1903	27133	Orig. NYC #2424; later #2694
*51	2507	2-8-0	Schenectady	1907	44061	Orig. NYC #2915
*52	2508	2-8-0	Schenectady	1907	44071	Orig. NYC #2925; new boiler 7-1928
*53	2509	2-8-0	Schenectady	1908	45187	Orig. NYC #2929
*54	2510	2-8-0	Schenectady	1908	45194	Orig. NYC #2936
*55	2511	2-8-0	Schenectady	1908	45198	Orig. NYC #2940
*56	2512	2-8-0	Brooks	1910	47005	Orig. NYC #2965
*57	2513	2-8-0	Brooks	1910	47011	Orig. NYC #2971
*58	2514	2-8-0	Brooks	1910	47012	Orig. NYC #2972; new boiler 7-1928
*59	2515	2-8-0	Brooks	1910	47015	Orig. NYC #2975
*60	2516	2-8-0	Brooks	1910	47018	Orig. NYC #2978
*61	2517	2-8-0	Brooks	1910	47022	Orig. NYC #2982; sc. by AT&SF Ry., Albuquerque, 3-30-40
*62	2518	2-8-0	Schenectady	1908	45192	Orig. NYC #2934
*63	2519	2-8-0	Schenectady	1907	44068	Orig. NYC #2922
*64	2520	2-8-0	Brooks	1910	47008	Orig. NYC #2968
*65	2521	2-8-0	Schenectady	1908	45384	Orig. NYC #2948
*66	2522	2-8-0	Brooks	1910	47016	Orig. NYC #2976
*67	2523	2-8-0	Schenectady	1908	45389	Orig. NYC #2953
*68	2524	2-8-0	Brooks	1910	47006	Orig. NYC #2966
*69	2525	2-8-0	Schenectady	1907	44055	Orig. NYC #2909

* (Note: Engines 21-23 and 51-69, inclusive, purchased from the New York Central, 1927).

101	none	2-6-0	Cooke	1903	28581	Sc. by KCM&O Ry.; boiler applied to #148, May 1923
102	none	2-6-0	Cooke	1903	28582	Sc. or sold by KCM&O Ry.
**115	none	2-8-0				
**116	none	2-8-0				
**117	none	2-8-0				

** (Note: Engine 115 was purchased in used condition in 1926 and was a former Union Pacific engine. Engines 116-117 were purchased in used condition in 1927 and are said to have been former M-K-T engines. These engines have not been traced, nor is anything known of their final disposition.)

126	none	2-6-0	Cooke	1906	38451	Sc. by KCM&O Ry.
127	none	2-6-0	Cooke	1906	38452	Sc. by KCM&O Ry.
128	none	2-6-0	Cooke	1906	38453	Sc. by KCM&O Ry.
129	none	2-6-0	Cooke	1907	41227	Sc. by KCM&O Ry.
130	2526	2-6-0	Cooke	1907	41228	Sc. by AT&SF Ry., Topeka, 1943
131	none	2-6-0	Cooke	1907	41229	Sc. by KCM&O Ry.
132	2527	2-6-0	Cooke	1907	41230	Sc. by AT&SF Ry., Topeka, 1-30-39
133	2528	2-6-0	Cooke	1907	41231	Sc. by AT&SF Ry., Albuquerque, 5-25-40
134	2529	2-6-0	Cooke	1907	41232	Sc. by AT&SF Ry., Topeka, 12-29-34
135	2530	2-6-0	Cooke	1907	41233	
136	none	2-6-0	Cooke	1907	41234	Sc. by KCM&O Ry.
137	none	2-6-0	Pittsburgh	1907	44195	Sc. by KCM&O Ry.
138	none	2-6-0	Pittsburgh	1907	44196	Sc. by KCM&O Ry.
139	none	2-6-0	Pittsburgh	1907	44197	Sc. by KCM&O Ry.
140	none	2-6-0	Pittsburgh	1907	44198	Sc. by KCM&O Ry.
141	none	2-6-0	Pittsburgh	1907	44199	Sc. by KCM&O Ry.
142	none	2-6-0	Pittsburgh	1907	44200	Sc. by KCM&O Ry.
143	none	2-6-0	Pittsburgh	1907	44201	Sc. by KCM&O Ry.
144	none	2-6-0	Pittsburgh	1907	44202	Sc. by KCM&O Ry.
145	2532	2-6-0	Pittsburgh	1907	44203	Sc., Topeka, 8-8-1947
146	none	2-6-0	Pittsburgh	1907	44204	Sc. by KCM&O Ry.
147	none	2-6-0	Pittsburgh	1907	44205	Sc. by KCM&O Ry.
148	none	2-6-0	Pittsburgh	1907	44206	Sc. by KCM&O Ry.
149	2533	2-6-0	Pittsburgh	1907	44207	Sc. by KCM&O Ry. and boiler applied to #154; finally scrapped by AT&SF Ry., Topeka, 8-28-40
150	none	2-6-0	Pittsburgh	1907	44208	Sc. by KCM&O Ry.
151	none	2-6-0	Pittsburgh	1907	44209	Sc. by KCM&O Ry.
152	none	2-6-0	Pittsburgh	1907	44210	Sc. by KCM&O Ry.
153	none	2-6-0	Pittsburgh	1907	44211	Sc. by KCM&O Ry.
154	2531	2-6-0	Pittsburgh	1907	44212	
155	2534	2-6-0	Pittsburgh	1907	44213	Sc. by AT&SF Ry., Topeka, 2-6-39
156	none	2-6-0	Pittsburgh	1907	44214	Sc. by KCM&O Ry.
201	2535	2-8-0	Pittsburgh	1909	46533	Reblt., Wichita, 5-1926; reblt. to 0-8-0 by AT&SF Ry., Topeka, 1-1932
202	2536	2-8-0	Pittsburgh	1909	46534	New boiler, 6-1925, Wichita
203	2537	2-8-0	Pittsburgh	1909	46535	New boiler, 3-1927, Wichita
204	2538	2-8-0	Pittsburgh	1909	46536	Reblt., Wichita, 1928
205	2539	2-8-0	Pittsburgh	1909	46537	New boiler, 3-1927, Wichita
206	2540	2-8-0	Pittsburgh	1911	48636	New boiler, 1926, Wichita
207	2541	2-8-0	Pittsburgh	1911	48637	New backend, 7-1924, Wichita
208	2542	2-8-0	Pittsburgh	1911	48638	New boiler, 1927, Wichita
209	2543	2-8-0	Pittsburgh	1911	48639	
210	2544	2-8-0	Pittsburgh	1911	48640	New boiler, 11-1924, Wichita
211	2545	2-8-0	Pittsburgh	1911	48641	New backend, Wichita, 1-1923
212	2546	2-8-0	Pittsburgh	1911	48642	New boiler, 1927, Wichita
213	2547	2-8-0	Pittsburgh	1911	48643	New backend, 2-1925, Wichita
214	2548	2-8-0	Pittsburgh	1911	48644	Reblt., 1928, Wichita
215	2549	2-8-0	Pittsburgh	1911	48645	Reblt., 1926, Wichita
251	2550	2-8-0	Cooke	1906	38454	Sc. by AT&SF Ry., Topeka, 4-29-39
252	2551	2-8-0	Cooke	1906	38455	
301	2552	2-8-0	Cooke	1905	38446	Reblt., 1927, Wichita
302	2553	2-8-0	Cooke	1905	38447	Reblt., 1927, Wichita
*401	2554	2-10-0	Baldwin	1918	48056	Sc. by AT&SF Ry., Topeka
*402	2555	2-10-0	Baldwin	1918	48135	Sc. by AT&SF Ry., Topeka
*403	2556	2-10-0	Baldwin	1918	48139	Sc. by AT&SF Ry., Topeka

* (Note: Engines 401-403 were originally built for the Russian Govt. and were U. S. Govt. nos. 1169, 1180 and 1184. Nos. 402 and 403 came to the Orient from the Wichita Falls, Ranger & Ft. Worth Ry.)

501	2557	4-4-0	Cooke	1906	38448	Sc. by AT&SF Ry., Topeka, 6-13-30
502	none	4-4-0	Cooke	1906	38449	Sc. by KCM&O Ry.
503	2558	4-4-0	Cooke	1906	38450	Sc. by AT&SF Ry., Topeka, 6-26-30
504	none	4-4-0	Cooke	1907	41225	Sc. by KCM&O Ry.
505	none	4-4-0	Cooke	1907	41226	Sc. by KCM&O Ry.

The following group of locomotives, Nos. 701-706, inclusive, were purchased in Nov.-Dec., 1923, from the Lake Shore & Michigan Southern Ry. by the St. Louis & Hannibal Ry., reconditioned by that road and resold to the KCM&O. In 1927, these locomotives were rebuilt by the Orient at Wichita, Kansas, with new cylinders and a modified form of Walschaert valve gear designed by Mr. Orris Bilger, Mechanical Engineer. A special arrangement of the Walschaert gear was necessary because of the fact that the valve chests were located between the frames. Engine 705 was a hybrid, having the boiler from engine 5810 and chassis from engine 5834, as rebuilt by the LS&MS).

701	2559	2-8-0	Brooks	1901	3885	Sc. by AT&SF Ry. Co., Topeka, 12-9-33
702	2560	2-8-0	Brooks	1902	4075	Sc. by AT&SF Ry. Co., Topeka, 12-13-33
703	2561	2-8-0	Brooks	1902	4085	Sc. by AT&SF Ry. Co., Topeka, 12-28-33
704	2562	2-8-0	Brooks	1903	27110	Sc. by AT&SF Ry. Co., Topeka, 12-28-33
705	2563	2-8-0	Brooks	1902 1903	25931 27113	Sc. by AT&SF Ry. Co., Topeka, 1-29-34
706	2564	2-8-0	Brooks	1903	27117	Sc. by AT&SF Ry. Co., Topeka, 10-11-30

The original and second numbering of engines 701-706 on the LS&MS were: 701-758 and 5758; 702-793 and 5793; 703-803 and 5803; 704-831 and 5831; 705-810 and 5810 (boiler) and 834 and 5834 (chassis); 706-838 and 5838.

ENGINE NUMBERS

KCM&O	AT&SF	Type	Builder	Year	Bldrs. Number	Remarks
801	2565	2-10-0	Baldwin	1925	58571	
802	2566	2-10-0	Baldwin	1925	58572	
803	2567	2-10-0	Baldwin	1925	58573	
804	2568	2-10-0	Baldwin	1925	58574	
805	2569	2-10-0	Baldwin	1925	58575	

MECHANICAL DATA

Orient Number	Cyls.	Diam. Driv.	Wt. On Drivers	Weight Engine	Steam	Trac. Effort	Valve Gear	Valve	Remarks
1									No record
2									No record
3	18x24	50	102300	117000	180	23790	Wals.	Slide	
4	17x24	48	80000				Steph.	Slide	
5	18x24	55	81000	95000	140	16800	Steph.	Slide	
6	18x24	55	55000	85000	140	16800	Steph.	Slide	
7									No record
8	18x24	55	92200	107300	190	18000	Steph.	Slide	
9									No record
10	18x24	55	93300	111600	140	16800	Steph.	Slide	
11	20x26	69	90000	135000	180	23000	Steph.	Slide	
12	19x24	55	92000	124000	150	20100	Steph.	Slide	
13									No record
14	19x24	51¼	97000	97000	150	15600	Steph.	Slide	
15	19x24	51¼	97000	97000	150	15600	Steph.	Slide	
16	19x24	51¼	97000	97000	150	15600	Steph.	Slide	

Orient Number	Cyls.	Diam. Driv.	Wt. On Drivers	Weight Engine	Steam	Trac. Effort	Valve Gear	Valve	Remarks
17– 20	19x26	51	138500	138500	180	28150	Steph.	Slide	
21– 23	23x30	51	196000	226400	180	47630	Steph.	Piston	
51– 69	23½x32	63	215500	241500	200	47600	Wals.	Piston	
101–102	20x26	62	146000	166000	200	34100	Steph.	Allfree—Reblt. 1927 piston Hubbell and Wals. gear	
115	20x24	51	137600	152200	180	28800	Steph.	Slide	
116–117	20x26	57	130000	146000	185	28800	Steph.	Slide	
126–129	20x28	63	146000	168000	200	30200	Steph.	Allfree-Hubbell	
130	21¼x28	63	146000	168000	200	34100	Wals.	Piston	
131	20x28	63	146000	168000	200	30200	Steph.	Allfree-Hubbell	
132–136	21¼x28	63	146000	168000	200	34100	Wals.	Piston	
137–143	20x28	63	146000	168000	200	30200	Steph.	Allfree-Hubbell Reblt. 1925-26	
144	21¼x28	63	146000	168000	200	34100	Wals.	Piston Reblt. 1926	
145	20x28	63	146000	168000	200	30200	Steph.	Allfree-Hubbell Reblt. 1927	
146	21¼x28	63	146000	168000	200	34100	Wals.	Piston	
147–153	20x28	63	146000	168000	200	30200	Steph.	Allfree-Hubbell Reblt. 1926	
154	21¼x28	57	146000	168000	200	37700	Wals.	Piston Reblt. 1927	
155	21¼x28	63	146000	168000	200	34100	Wals.	Piston	
156	20x28	63	146000	168000	200	30200	Steph.	Allfree-Hubbell	
(Nos. 126-156 were originally equipped with Stephenson gear and Allfree-Hubbell valves)									
201	23x30	55	197000	233000	205	50200	Wals.	Slide	Reblt. piston 1928.
202	22x30	55	185000	212000	200	44900	Wals.	Slide	
203	23x30	55	197000	233000	205	50200	Wals.	Slide	
204–206	23x30	55	197000	233000	205	50200	Wals.	Slide	Reblt. piston 1928.
207	22x30	55	185000	212000	200	44900	Wals.	Slide	Reblt. piston 1928.
208	23x30	55	197000	233000	205	50200	Wals.	Slide	Reblt. piston 1928.
209–211	22x30	55	185000	212000	200	44900	Wals.	Slide	
212	23x30	55	197000	233000	205	50200	Wals.	Slide	Reblt. piston valves
213	22x30	55	185000	212000	200	44900	Wals.	Slide	
214–215	23x30	55	197000	233000	205	50200	Wals.	Slide	Reblt. piston valves
251–252	22x30	57	184000	206000	200	43300	Wals.	Allfree-H.	Reblt. piston 1923.
301–302	22x30	57	197000	222000	200	43300	Wals.	Allfree-H.	Reblt. piston 1923.
401–403	25x28	52	180000	197900	180	51500	Wals.	Piston	(No. 401, wt. 204200)
501–503	18x26	69	96000	139000	200	20800	Steph.	Allfree-H.	Reblt. 1921 piston and Wals. gear.
(No. 501 later reblt. 19½x26 cyls., wt. 142000, steam 190, TE 22260)									
504–505	18x26	69	96000	140000	200	20800	Steph.	Allfree-H.	Reblt. 1921 piston and Wals. gear.
701–706	21x30	63	162000	180500	200	35800	Steph.	Piston	Reblt. Wals. gear 1927.
801–805	25x30	57	226000	253630	215	60000	Wals.	Piston	

(F) LOCOMOTIVES OF THE CHICAGO, KANSAS AND WESTERN

(These locomotives all built in 1886)

Road Numbers of Engines							
Final AT&SF	2nd AT&SF	1st AT&SF	Orig. CK&W	Builder	Bldrs. Number	Type	Dimensions
2277	2277	407	1	Baldwin	7866	0-6-0	18x24-52-84000-140-16750
2276	2276	408	2	Baldwin	7871	0-6-0	same
2273	2273	409	3	Baldwin	7877	0-6-0	same
2275	2275	410	4	Baldwin	7880	0-6-0	same
43	241	411	5	Schenectady	2170	4-4-0	18x24-69-63500-99500-150-14370
44	242	412	6	Schenectady	2171	4-4-0	same
45	243	413	7	Schenectady	2172	4-4-0	same
46	244	414	8	Schenectady	2173	4-4-0	same
47	245	415	9	Schenectady	2174	4-4-0	same
48	246	416	10	Schenectady	2175	4-4-0	same
87	247	417	11	Schenectady	2176	4-4-0	same
88	248	418	12	Schenectady	2177	4-4-0	same
2208	751	421	13	Baldwin	8270	4-6-0	19x28-58-89900-120100-150-20700
2209	752	422	14	Baldwin	8271	4-6-0	same
2210	753	423	15	Baldwin	8275	4-6-0	same
2211	754	424	16	Baldwin	8276	4-6-0	same
2212	755	425	17	Baldwin	8277	4-6-0	same
2213	756	426	18	Baldwin	8280	4-6-0	same
2214	757	427	19	Baldwin	8281	4-6-0	same
2215	758	428	20	Baldwin	8306	4-6-0	same

(G) LOCOMOTIVES OF THE SOUTHERN KANSAS

(a)

The following group of locomotives comprises those coming to the Southern Kansas from its predecessors, the Leavenworth, Lawrence & Galveston and the Kansas City, Lawrence & Southern Railways. All were 4-4-0 type and all were built at the Manchester Locomotive Works, with the exception of the KCL&S No. 23.

Road Numbers of Engines

Final AT&SF	2nd AT&SF	1st AT&SF	1st S. K.	Orig. LL&G	Builder	Year Built	Bldrs. Number	Dimensions
—	—	—	1	1	Manchester	1869	202	14x22-60-54000
—	—	—	2	2	Manchester	1869	203	same
—	—	—	3	3	Manchester	1869	204	same
—	—	—	4	4	Manchester	1869	205	same
—	—	358	5	5	Manchester	1870	247	16x24-60-60000
—	38	359	6	6	Manchester	1870	248	same
—	—	360	7	7	Manchester			
—	—	362	8	8	Manchester			
096	181	363	9	9	Manchester			
—	—	364	10	10	Manchester			
—	39	365	11	11	Manchester	1870	254	16x24-60-60000
095	180	366	12	12	Manchester	1870	255	same
094	179	367	13	13	Manchester	1870	256	same
—	—	368	14	14	Manchester	1870	274	same
—	—	369	15	15	Manchester	1870	275	same
—	—	370	16	16	Manchester	1871	289	same
—	40	371	17	17	Manchester	1871	355	same
—	—	372	18	18	Manchester	1871	356	16x24-57-60000
—	—	373	19	19	Manchester	1871	357	same
—	37	374	20	20	Manchester	1871	358	same
			S. K	Orig. KCL&S				
—	—	375	21	21	Manchester	1879	784	17x24-57-69000
093	178	376	22	22	Manchester	1879	785	same
—	—	377	23	23	Bailey	1877	?	?
—	—	—	—	109	Manchester	1880	825	17x24-57-76000
—	—	—	—	112	Manchester	1880	826	same
—	—	—	—	113	Manchester	1880	827	same

Note: Locomotives, LL&G nos. 7 to 10 are stated to have been built at the Manchester Locomotive Works, but no reference to them has been found in the Manchester records. Their origin is therefore uncertain.

(b)

(The following group of locomotives comprised those built originally for the Southern Kansas Railway)

Road Numbers of Engines

Final AT&SF	2nd AT&SF	1st AT&SF	Orig. S. K.	Builder	Year Built	Bldrs. Number	Type	Dimensions
80	280	380	50	Schenectady	1886	2178	4-4-0	18x24-69-63500-99500-150-14370
81	281	381	51	Schenectady	1886	2179	4-4-0	same
82	282	382	52	Schenectady	1886	2180	4-4-0	same
83	283	383	53	Schenectady	1886	2181	4-4-0	same
84	284	384	54	Schenectady	1886	2182	4-4-0	same
85	285	385	55	Schenectady	1886	2183	4-4-0	same
86	286	386	56	Schenectady	1886	2184	4-4-0	same

23	221	387	57	Schenectady	1886	2185	4-4-0	18x24-69-67700-103000-150-14370
24	222	388	58	Schenectady	1886	2186	4-4-0	same
79	279	389	59	Schenectady	1886	2187	4-4-0	18x24-69-63500-99500-150-14370
2207	750	390	60	Baldwin	1887	8341	4-6-0	19x28-58-89900-120100-150-20700
2216	741	391	61	Baldwin	1887	8342	4-6-0	same
2217	742	392	62	Baldwin	1887	8425	460	same
2200	743	393	63	Baldwin	1887	8426	4-6-0	same
2201	744	394	64	Baldwin	1887	8427	4-6-0	same
2202	745	395	65	Baldwin	1887	8428	4-6-0	same
2203	746	396	66	Baldwin	1887	8450	4-6-0	same
2204	747	397	67	Baldwin	1887	8451	4-6-0	same
2205	748	398	68	Baldwin	1887	8453	4-6-0	same
2206	749	399	69	Baldwin	1887	8457	4-6-0	same
2280	2280	400	70	Baldwin	1886	8252	0-6-0	18x24-52-84000-140-16750
2274	2274	404	71	Baldwin	1886	8255	0-6-0	same
2279	2279	405	72	Baldwin	1886	8256	0-6-0	same
2278	2278	406	73	Baldwin	1886	8257	0-6-0	same

(H) LOCOMOTIVES OF THE PUEBLO & ARKANSAS VALLEY

Engine Numbers P&AV Orig.	AT&SF 1st	AT&SF 2nd	Name	Builder	Bldrs. Number	Year Built	Dimensions	Final Disposition
101	61	29	"M. D. Thatcher"	Baldwin	4332	1878	16x24-57	Out prior 1900.
102	62	31	"S. A. Kent"	Baldwin	4334	1878	16x24-57	Out prior 1900.

(I) LOCOMOTIVES OF THE MANHATTAN, ALMA & BURLINGAME

Engine Numbers MA&B	AT&SF				Bldrs.	Year		Final
Orig	1st	2nd	Type	Builder	Number	Built	Dimensions	Disposition
1	46	033	4-4-0	Pittsburgh	435	1880	17x24-58	Sc. prior 1914
2	47	034	4-4-0	Pittsburgh	436	1880	17x24-58	Sold prior 1914

(J) LOCOMOTIVES OF THE SAINT JOSEPH & ST. LOUIS

Engine Numbers StJ&StL Orig.	A.T.&S.F. 1st	2nd	3rd	Type	Builder	Bldrs. Number	Year Built	Dimensions	Final Disposition
1	486	104	0132	4-4-0	Baldwin	8017	1886	17x24-63	Sc. 10-19-14.
2	487	187	0152	4-4-0	Pittsburgh	827	1887	17x24-63	Sc. prior 1914.
3	488	41	—	0-6-0	Brooks	1147	1886	17x24-48	Sc. 1899.
4	489	557	150	2-6-0	Brooks	1142	1886	18x24-57	Sc. 8-9-15.
5	490	554	138	2-6-0	Brooks	1143	1886	same	Sc. 4-8-15.
6	491	555	139	2-6-0	Brooks	1144	1886	same	Sc. 3-31-16.
7	492	556	140	2-6-0	Brooks	1145	1886	same	Sc.

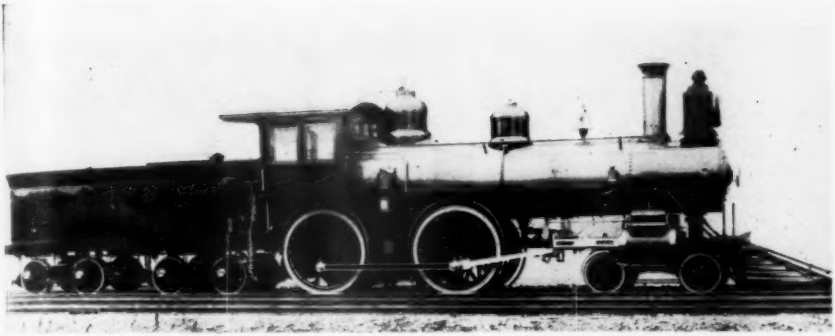
Note: The St. Joseph & St. Louis was incorporated January 8, 1868, in Missouri, as the St. Louis & St. Joseph Railroad Co. It was operated under lease by the North Missouri Railroad Co. from 1870 to March 18, 1874. On March 19, 1874, the company was re-incorporated as the St. Joseph & St. Louis Railroad Co. and as such was operated under lease by the St. Louis, Kansas City & Northern Railway Co. from March 20, 1874, to June 30, 1886, and by its own organization from July 1, 1886, to January 31, 1888, when it was controlled by the Santa Fe through ownership of capital stock.

There is record of two locomotives owned by the original company, the St. Louis & St. Joseph, but nothing is known of their final disposition. They were evidently disposed of prior to Santa Fe control. These locomotives were:

StL&StJ Number	Name	Builder	Bldrs. Number	Date Built	Dimensions	Type
3	"L. M. Lawson"	Mason	345	2-1870	16x24-60	4-4-0
4	"A. S. Couar"	Mason	352	4-1870	16x24-60	4-4-0

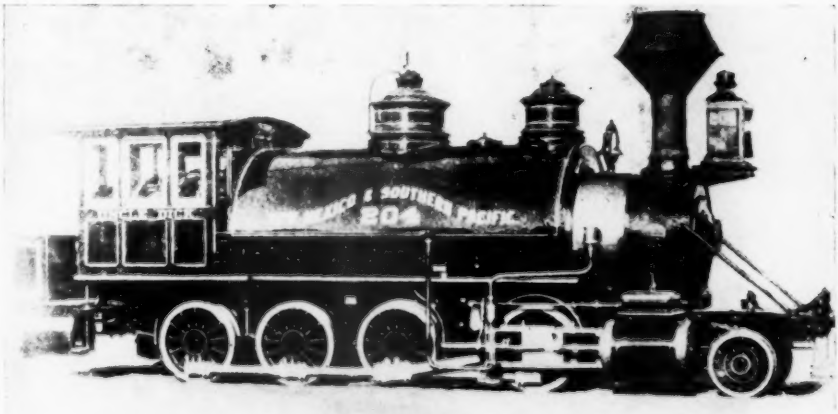
Note: With regard to St. Joseph & St. Louis No. 3, later AT&SF No. 488, a photograph is in existence that purports to represent that engine. However, the picture is that of an 0-4-0 type. No means of explaining this discrepancy has been found; it is therefore assumed that the 0-6-0 type engine became AT&SF No. 488.

(K) LOCOMOTIVES OF THE NEW MEXICO & SOUTHERN PACIFIC



Courtesy of Everett A. De Goyler, Jr.

Chi., Kans. & Western #5—Schen. #2170 1886. Later AT&SF #43.



N. M. & S. P. #204 "Uncle Dick"—Baldwin 1878 #4500. Renumbered AT&SF 504—901—2403. Scrapped 5-25-21. Was most powerful locomotive in existence when built. Cyls. 20x26—drivers 42"—wt. on drivers 100,000#—total weight 115,000#—steam 130#—T. E. 27,360#. Built for use on Raton Pass.

Engine Numbers AT&SF 2nd	AT&SF 1st	NM&SP Orig.	Name	Builder	Bldrs. Number	Year Built	Type	Dimensions	Final Disposition
—	—	201	"F. L. Higginson"	Baldwin	4410	9-1878	2-6-0	16x24-57	Unknown
09	30	202	"A. G. Greeley"	Baldwin	4411	9-1878	4-4-0	16x24-58	Sc. 3-24-14
049	103	203	"C. C. Jackson"	Baldwin	4416	9-1878	4-4-0	17x24-58	Sold NWP #7; reblt. as #15; scrapped 1931.
*2403	504	204	"Uncle Dick"	Baldwin	4500	12-1878	2-8-0T	20x26-42	Sc. 5-25-21.

*The "Uncle Dick," when placed in service, was reputed to be the most powerful locomotive built up to that time. It was designed for service on the heavy grades over Raton pass. It weighed fifty tons in working order. Water was carried in a saddle tank mounted over the boiler; coal was carried in a fuel bunker behind the cab. It was later rebuilt to conventional 2-8-0 type with separate tender.

(L) LOCOMOTIVES OF THE LOS ANGELES & SAN GABRIEL VALLEY

Engine Numbers

LA&SGV	C.S.	S.C.	AT&SF	Type	Builder	Bldrs. Number	Year Built	Dimensions	Final Disposition
1	18	?	—	4-4-0	Unknown	Unknown	Unknown	Unknown	Out by 1896
2	19	—	—	4-4-0	Unknown	Unknown	Unknown	Unknown	Out by 1892
3	20	9	0163	4-4-0	Pittsburgh	815	1886	18x24-63	Sc. prior 1915
4	21	50	0213	2-6-0	Pittsburgh	861	1886	17x24-51	Sc. prior 1907

Notes on Above Locomotives:

Locomotive 1 was obtained in used condition in 1885. Although a good photograph of this locomotive is in existence, no records describing it have been found. In general appearance and in certain details, it resembles locomotives built about 1857 by the Breese & Kneeland Co. of Jersey City and may have been a product of that builder.

Locomotive 2 was obtained in used condition in 1885. The general appearance of this locomotive, as depicted in an old photograph, is that of the product of the Schenectady Locomotive Works of about 1870; it may have been a product of that builder.
The following excerpts are taken from the Los Angeles Herald and were submitted by Mr. R. V. Dodge, of San Diego, Calif.

June 4, 1885. "The first locomotive arrived from Cincinnati on Tuesday (June 2). Weight 30 tons with 60-inch driving wheels and an extension front with Eastern style spart arrester. She was brought out dead by Mr. Homer fho will put her in shape for active service."

June 27, 1885. "The second locomotive, No. 1, will arrive from the East tomorrow and soon will be ready for active service in conjunction with No. 2 engine."

Locomotive No. 4 was rebuilt to 0-6-0 type by the Santa Fe about 1902 and was renumbered 2418 from 0213.

(The foregoing roster has been made available largely through the assistance of Messrs. R. P. Middlebrook and R. V. Dodge, both of San Diego, Calif.)

(M) LOCOMOTIVES OF THE PECOS VALLEY & NORTHEASTERN

Engine Numbers: PV&NE	AT&SF	Type	Builder	Bldrs. Number	Year Built	Dimensions	Final Disposition
*1	0232	4-4-0	Cooke	2046	1890	17x24-59-55000-140-14160	Sc. 11-4-14
*2	0233	4-4-0	Cooke	2047	1890	same	Sc. 11-10-14
3	0234	4-4-0	Baldwin	12415	1892	17x24-63-56000-140-13100	Sc. 10-15-14
4	0235	4-4-0	Baldwin	12978	1892	same	Sc. 10-30-14
5	0236	4-4-0	Schenectady	4165	1893	17x24-64-62000-150-13970	Sc. 10-1-10
6	0237	4-4-0	Schenectady	4166	1893	same	Sc. 10-22-14
7	0242	4-4-0	Brooks	2991	1898	18x24-63-72000-160-16800	Sc. 7-28-17
8	0243	4-4-0	Brooks	2992	1898	same	Sc. 1-17-16
9	0244	4-4-0	Brooks	3014	1898	same	Sc. 8-5-16
10	0245	4-4-0	Brooks	3015	1898	same	Sc. 3-9-22
11	0246	4-4-0	Brooks	3053	1898	same	Sc. 12-24-21
12	0247	4-4-0	Brooks	3054	1898	same	Sc. 12-22-22
13	0248	4-4-0	Brooks	3070	1898	same	Sc. 1-24-21
14	0249	4-4-0	Brooks	3071	1898	same	Sc. 1-24-21
15	0238	4-4-0	Brooks	3099	1898	17x24-64-64000-150-13970	Sc. 11-7-14
16	0239	4-4-0	Brooks	3100	1898	same	Sold L&T #1; Sc. 9-19-13.
17	no record						
18	0240	4-4-0	Brooks	3296	1899	17x24-64-64000-150-13970	Sc. 3-15-14
19	0241	4-4-0	Brooks	3297	1899	same	Sc. 10-22-14

*Nos. 1 and 2 were built for the Pecos Valley Construction Co., a predecessor.

(N) LOCOMOTIVES OF THE SAN FRANCISCO & SAN JOAQUIN VALLEY

Engine Numbers:

SP&SJV	AT&SF	Type	Builder	Bldrs. Number	Year Built	Dimensions	Final Disposition
51	0170	4-4-0	Baldwin	14913	1896	17x24-68-56000-160-13900	Sc. 11-4-13
52	0168	4-4-0	Baldwin	14914	1896	same	Sc. 11-5-13
53	0169	4-4-0	Baldwin	14915	1896	same	Sold 6-19-18
101	18	4-4-0	Baldwin	15586	1897	18x24-63-66000-160-16800	Sc. 7-28-26
102	19	4-4-0	Baldwin	15587	1897	same	Sc. 7-28-24
103	20	4-4-0	Baldwin	15588	1897	same	Sc. 4-13-25
104	21	4-4-0	Baldwin	16213	1897	same	Sc. 12-29-25
105	22	4-4-0	Baldwin	16214	1897	same	Sc. 12-29-31
1	309	4-6-0	Baldwin	14332	1896	19x24-57-100000-165-21350	Sold 7-9-29
2	310	4-6-0	Baldwin	14333	1896	same	Sc. 3-27-24
3	311	4-6-0	Baldwin	14334	1896	same	Sold 11-10-23
4	312	4-6-0	Baldwin	14898	1896	same	Sold 6-21-28
5	313	4-6-0	Baldwin	14899	1896	same	Sc. 12-30-24
6	314	4-6-0	Baldwin	14900	1896	same	Sc. 3-12-25
7	308	4-6-0	Baldwin	14901	1896	same	Sc. 3-17-27
151	2222	0-6-0	Baldwin	15589	1897	18x24-57-93000-160-19500	Sc. 6-30-28

(O) LOCOMOTIVES OF THE

SANTA FE, PRESCOTT & PHOENIX

PRESCOTT & EASTERN

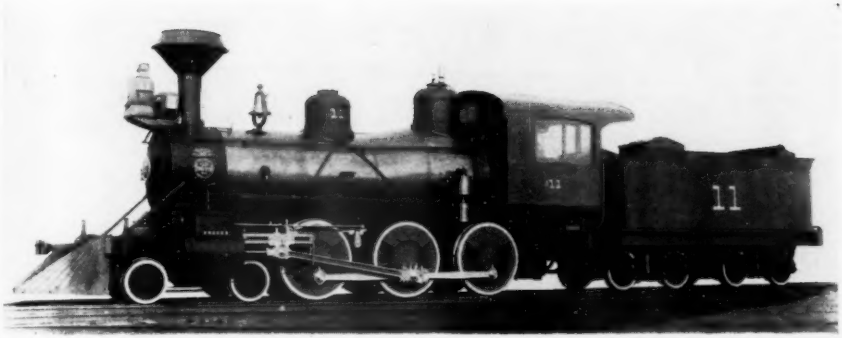
ARIZONA & CALIFORNIA

BRADSHAW MOUNTAIN

CALIFORNIA EASTERN

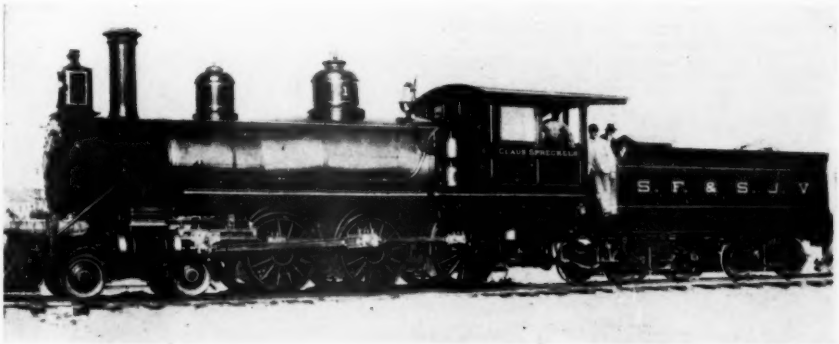
ARIZONA & UTAH

The above lines were all direct predecessors of the California, Arizona & Santa Fe, itself a direct predecessor of the Atchison, Topeka & Santa Fe.



Courtesy of Everett A. De Golyer, Jr.

Prescott & Eastern #11—Brooks #3073 11/98. Later AT&SF #2431.



Courtesy of R. P. Middlebrook

San Francisco & San Joaquin Valley #1 "Claus Spreckels"—Baldwin 1896 (#14332). Later AT&SF #309. Sold to Modesto & Empire Traction Co., 7/9/29.

INITIAL	ENGINE NOS. CA&SF	AT&SF	TYPE	BUILDER	Bldrs. Number	Year Built	Dimensions	Final Disposition
SFP&P	1	2421	4-6-0	Brooks	2235	1893	19x24-56-106800-172-22270	Sc. 9-25-24
SFP&P	2	2422	4-6-0	Brooks	2237	1893	same	Sc. 8-29-27
SFP&P	3	2423	4-6-0	Brooks	2238	1893	same	Sc, 7-21-24
SFP&P	4	2424	4-6-0	Brooks	2321	1893	same	Sc. 10-22-27
SFP&P	5	2425	4-6-0	Brooks	2322	1893	same	Sc. 5-16-24
SFP&P	6	2426	4-6-0	Brooks	2323	1893	same	Sc. 8-10-22
SFP&P	7	2427	4-6-0	Brooks	2476	1894	same	Sc. 5-19-31
SFP&P	8	2428	4-6-0	Brooks	2477	1894	same	Sc. 12-1-27
SFP&P	9	2429	4-6-0	Brooks	2521	1895	same	Sc. 2-15-22
SFP&P 1st	10	none	4-6-0	Brooks	2522	1895	same	Unknown
SFP&P 2nd	10	2430	4-6-0	Brooks	3074	1898	same	Sc. 1-17-22
P&E	11	2431	4-6-0	Brooks	3073	1898	same	Sc. 10-10-27
P&E	12	2432	4-6-0	Brooks	3072	1898	same	Sc. 4-3-22
	13	no record						
A&C	14	2433	4-6-0	ALCo-Brooks	27602	1903	same	Sc. 12-7-23
A&C	15	2434	4-6-0	Brooks	27603	1903	same	Sc. 12-29-25
A&C	16	2435	4-6-0	Brooks	27604	1903	same	Sc. 11-18-26
SFP&P	51	2439	2-8-0	Brooks	29720	1904	19x26-50-131200-180-28800	Sc. 7-20-40
SFP&P	52	2440	2-8-0	Brooks	29721	1904	same	
SFP&P	53	2441	2-8-0	Brooks	29722	1904	same	
SFP&P	54	2442	2-8-0	Brooks	41123	1906	19x26-50-135100-180-28800	
SFP&P	55	2443	2-8-0	Brooks	41124	1906	same	Sc. 8-30-40
SFP&P	56	2444	2-8-0	Brooks	41125	1906	same	Sc. 2-4-39
SFP&P	*17	202	4-6-0	Brooks	1862	1891	18x24-63-96500-180-18900	Sc. 6-2-22
SFP&P	*18	203	4-6-0	Brooks	1869	1891	same	Sc. 6-2-22
SFP&P	19	no record						
SFP&P	†20	485	4-6-0	Rhode Island	3255	1900	20x28-67-125930-200-28400	Sc. 2-1-39
SFP&P	†21	486	4-6-0	Rhode Island	3256	1900	same	Sc. 11-25-36
CE	1	142	4-6-0	Baldwin	13748	1893	19x26-57-95000-160-22400	Sc. 2-26-27
A&U	‡2	260	4-6-0	Richmond	2427	1894	20x26-68-109000-190-24700	Sc. 11-12-24

* Engines 17 and 18 were originally AT&SF nos. 802 and 803.
† Engines 20 and 21 were originally AT&SF nos. 543 and 544.
‡ Engine A&U #2 was formerly Randsburg Ry. #1.
SFP&P nos. 51 to 56 also carried temporary assignments on a subsidiary road, the Bradshaw Mountain, without change in numbering.

(P) LOCOMOTIVES OF THE CHICAGO, ST. LOUIS & WESTERN

The following roster includes all locomotives known to have been owned by the Chicago, St. Louis & Western and its predecessor, the Chicago, Pekin & Southwestern.

	Engine Numbers A.T.&S.F.						Bldrs.	Year		Final
Initial	Orig.	1st	2nd	3rd	Type	Builder	Number	Built	Dimensions	Disposition
CP&SW	1	469	—	—	4-4-0	Schenectady	785	1872	15x24-60	Sc. 8-13-95
CP&SW	2	470	—	—	4-4-0	Schenectady	787	1872	same	Out prior 1898
CStL&W	3	471	—	—	4-4-0	Rhode Island	1480	1885	16x24-72	Dest. near Lang, Kans, 9-8-97.
CStL&W	4	472	44	031	4-4-0	Rhode Island	1481	1885	same	Sc. 3-5-15
CStL&W	5	473	45	032	4-4-0	Rhode Island	1482	1885	same	Sc. 9-17-14
CP&SW	10	474	204	—	4-4-0	Dickson	218	1878	17x24-60	Out prior 1900
CP&SW	11	475	205	—	4-4-0	Dickson	219	1878	same	Out prior 1900
CP&SW	12	476	206	—	4-4-0	Dickson	220	1878	same	Sold prior 1900
CP&SW	13	477	207	—	4-4-0	Dickson	221	1878	same	Out prior 1900
CP&SW	14	478	208	0104	4-4-0	Dickson	222	1878	same	Sc. after 1914
CP&SW	15	479	209	—	4-4-0	Dickson	223	1878	same	Out prior 1900
CP&SW	16	480	210	0105	4-4-0	Dickson	297	1881	same	Sc. after 1914
CP&SW	17	481	203	—	4-4-0	Dickson	298	1881	same	Out prior 1900
CP&SW	18	482	202	—	4-4-0	Dickson	299	1881	same	Out prior 1900
CP&SW	19	—	—	—	4-4-0	Dickson	300	1881	same	Sold PJ&M #3
CStL&W	26	483	2300	2300	0-4-0	Rhode Island	1488	1885	17x24-52	Sold
CStL&W	27	484	2299	2299	0-4-0	Rhode Island	1489	1885	same	Sold
CStL&W	28	485	2298	2298	0-4-0	Rhode Island	1490	1885	same	Sc. 11-1937

Notes on above:

CP&SW nos. 1 and 2 were originally built for the Chicago & Iowa R. R. and apparently were purchased in used condition from that company.

CP&SW nos. 10 to 15, inclusive, originally bore names in addition to numbers; thus:
No. 10 named "Moses Taylor"; No. 11 named "J. J. Astor";
No. 12 named "Lucius Tuckerman"; No. 13 named "A. F. Higgins";
No. 14 named "R. G. Rolston"; No. 15 named "Wm. W. Phelps."

(Q) LOCOMOTIVES OF THE HUTCHINSON & SOUTHERN

Engine Numbers Orig. H&S	A. T. & S. F. 1st	2nd	Type	Builder	Bldrs. Number	Year Built	Dimensions	Final Disposition
1	16	—	4-4-0	Schenectady	3070	1890	18x24-63	Out prior 1900
2	17	—	4-4-0	Schenectady	3166	1890	same	Out prior 1900
3	20	—	4-4-0	Schenectady	3215	1890	16x24-68	Out prior 1900
*4	21	—	4-4-0	Unknown	?	?	?	Out prior 1900
7	699	389	4-6-0	Manchester	1687	1898	19x26-59	Sc. 4-7-22
8	700	390	4-6-0	Manchester	1688	1898	same	Sc. 6-30-22
**20	148	148	4-6-0	Rhode Island	2143	1889	18x24-57	Sc. 4-1-15
**21	149	149	4-6-0	Rhode Island	?	1889	same	Sc. 4-4-19

Notes on above:

H&S No. 4 was obtained in second-hand condition from the Chicago, Rock Island & Pacific Ry. No other data have been found.

H&S nos. 20 and 21 were obtained in second-hand condition from the Toledo, St. Louis & Kansas City Ry. for whom they were originally built. The boiler number of 21 is unknown and its original TStL&KC number has not been ascertained. No. 20 was originally TStL&KC #42.

(R) LOCOMOTIVES OF THE OKLAHOMA CENTRAL

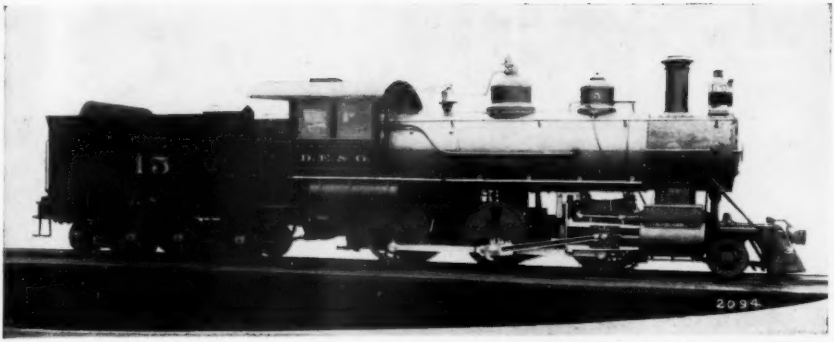
O. C.	AT&SF	Type	Builder	Bldrs. Number	Year Built	Dimensions	Final Disposition
*100	—	4-4-0	Unknown	?	?	Unknown	Sc. 4-9-16
*200	—	2-6-0	Dickson	?	1887	18x24-57	Sc. 4-9-16
301	0265	4-4-0	Baldwin	29355	1906	17x24-62	Sc. 12-14-17
302	0266	4-4-0	Baldwin	29739	1906	same	Sc. 12-14-17
303	0267	4-4-0	Baldwin	29759	1906	same	Sc. 5-22-22
501	865	2-6-0	Baldwin	29347	1906	20x28-57	Sc. 4-15-27
502	866	2-6-0	Baldwin	29361	1906	same	Sc. 11-4-29
503	867	2-6-0	Baldwin	29893	1906	same	Sc. 7-24-28
504	868	2-6-0	Baldwin	29894	1906	same	Sc. 8-6-29
505	869	2-6-0	Baldwin	29946	1906	same	Sc. 6-28-28

Notes on above:

*Engine 100 and engine 200 were purchased in 1905 from A. C. Torbett, Chicago, dealer in used railway equipment, and were used in constructing the road. The No. 100 is said to have been a Schenectady-built locomotive originally built for the Lake Shore & Michigan Southern Railway. The No. 200, at the time of purchase through A. C. Torbett, was in service on a logging road in Mississippi and was shipped direct to Lehigh, Okla., in the winter of 1905. It is believed to have originally been built for the Delaware & Hudson Canal Company, but due to lack of a boiler number it has not been definitely traced. When the Santa Fe took over the Oklahoma Central in August, 1914, both these locomotives were stored at Purcell, Okla., where they were scrapped in 1916.

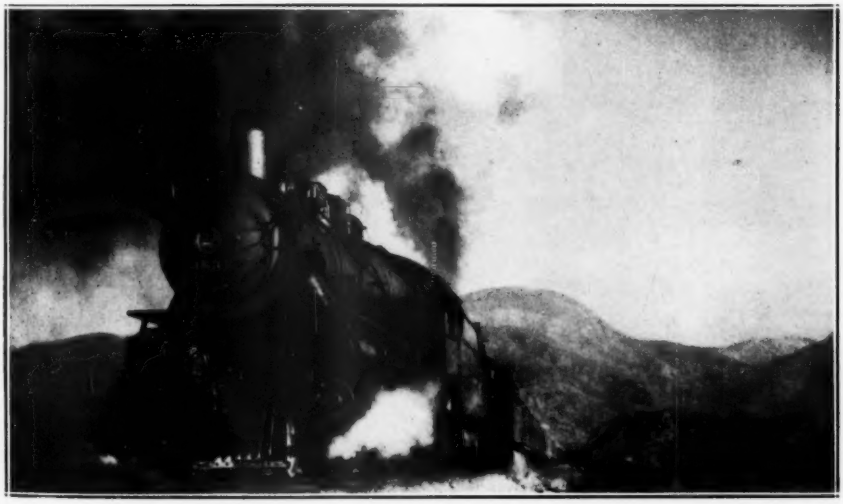
Locomotives 301-303 and 501-505 were built new for the Oklahoma Central.

(S) LOCOMOTIVES OF THE DENVER, ENID & GULF



Courtesy of Baldwin Locomotive Works

Denver, Enid & Gulf #15—Baldwin Dec. 1905 (#27038). Later AT&SF #147.



The "Grand Canyon Limited" topping the summit at Cajon Pass, California, Jan. 27, 1937.

The Denver, Enid & Gulf and the Blackwell, Enid & Southwestern ("Bes Line"), the latter now part of the Frisco Lines, were both promoted by one Ed L. Peckham, of Arkansas City, Kansas. Bes Line engines were numbered 1 to 7, inclusive, with numbering of DE&G engines continuing from there with No. 8.

Engine Numbers:				Bldrs.	Year		Final
DE&G	AT&SF	Type	Builder	Number	Built	Dimensions	Disposition
8	0258	4-4-0	Baldwin	?	?	17x24-63	Sc. 6-24-16
9	0259	4-4-0	Baldwin	?	?	same	Sc. 9-8-14
10	0260	4-4-0	Rhode Island	?	?	same	Sc. 6-29-14
11	146	2-6-0	Pittsburgh	?	1889	19x24-51	Sc. 12-14-29
12	281	4-6-0	Rhode Island	?	?	18x24-57	Sc. 4-30-24
13	not used						
14	282	4-6-0	Baldwin	?	1886	19x24-57	Sc. 7-7-13
15	147	2-6-0	Baldwin	27038	1905	20x26-57	Sc. 9-13-27

Notes on above:

All of the above locomotives, excepting No. 15, which was built new for the DE&G, were obtained in used condition from various sources and their original status has not been ascertained. Nos. 9, 10 and 11 were purchased from the Hicks Co., Chicago, dealer in used railway equipment. No. 8 was purchased from some Northern road in Philadelphia at a cost of $4000.00. The No. 9 is said to have once been a Nickel Plate engine. The No. 14 came from Atlanta, Ga., in 1905, and was purchased from the Southern Iron & Equipment Co. The No. 15 came equipped with the patented Allfree-Hubbell valves; after a month of use it was found too heavy for the track and was turned over to the Santa Fe.

(T) LOCOMOTIVES OF THE WICHITA & WESTERN

Engine Numbers Orig. W&W	A. T. & S. F. 1st	2nd	3rd	Type	Builder	Bldrs. Number	Year Built	Dimensions	Final Disposition
1	493	70	0127	4-4-0	Baldwin	7787	1886	17x24-63	Sold
2	494	71	—	4-4-0	Baldwin	7784	1886	same	Sold
3	495	72	0128	4-4-0	Baldwin	8242	1886	same	Sold J&SW #26
4	496	73	—	4-4-0	Baldwin	8243	1886	same	Sold J&SW #24
5	497	74	0129	4-4-0	Baldwin	8347	1887	same	Sold
6	498	75	0130	4-4-0	Baldwin	8344	1887	same	Sold J&SW #25
7	499	76	—	4-4-0	Baldwin	8355	1887	same	Sold J&SW #23
8	500	77	0131	4-4-0	Baldwin	8359	1887	same	Sc. 8-21-14

Locomotives 3, 4, 6 and 7 were sold to the Jacksonville & Southwestern, a predecessor of the Atlantic Coast Line Railroad, and later became ACL nos. 542, 541, 544 and 543, respectively.

XII SOME ITEMS OF SPECIAL INTEREST

(A) The Scott Special.

(B) The Famous Richmond Tramp.

(C) Mount Pelee.

(D) Formulas for Determining Rated Tractive Effort of Compound Locomotives.

(A) SCOTT SPECIAL

Details of record run made by the "Death Valley Scotty" special, July 9-11, 1905.

SCOTT SPECIAL

This famous special, chartered by "Death Valley Scotty," made a record run over the tracks of the Atchison, Topeka & Santa Fe Railway between Los Angeles and Chicago. The train, consisting of baggage car #210, dining car #1407 and standard Pullman "Muskegon" left Los Angeles, Calif., at 1:00 p. m., July 9, 1905, and arrived in Chicago, Ill., at 11:54 a. m., July 11, 1905, completing a run of 2265 miles in 44 hours and 54 minutes at an average speed of 50.4 miles per hour. The fastest time in the west was between Pasadena and Olivewood, Cucamonga and Rochester, and between mileposts 44 and 43, where speeds of 84, 80 and 96 m. p. h. were attained. The fastest time of the entire run was made between Cameron and Surrey on the Illinois Division where Engineer Losee, with Atlantic type engine #510, reached a speed of 106 m. p. h. over a stretch of three miles. The cost of the run was $5500.00. An account of the run appeared in Railroad Man's Magazine, issue of July, 1931, page 561.

Engines and crews, etc., were as follows:—

Engines	Engineer	Fireman	Conductor	From	To	Arriving Time
442	J. Finley	C. B. Ashbaugh	G. Simpson	Los Angeles	Barstow	3:55 p.m.
1005	T. E. Gallagher	E. D. Nettleton	T. Brayil	Barstow	Needles	7:17 p.m.
1010	F. W. Jackson	H. Nelson	T. Brayil	Needles	Seligman	11:52 p.m.
1016	C. Wood	R. Edgar	A. L. Dunklin	Seligman	Williams	1:28 a.m.
485	D. A. Lenhart	W. P. Sugurue	A. L. Dunklin	Williams	Winslow	3:41 a.m.
1000	J. F. Briscoe	B. F. Chambers	D. Dullea	Winslow	Gallup	6:21 a.m.
478	H. J. Rehder	F. Brown	D. Dullea	Gallup	Albuquerque	9:30 a.m.
1211	E. Sears	G. A. Bryan	G. H. Rhoades	Albuquerque	Las Vegas	12:38 p.m.
1208	G. A. Norman	E. Chrystal	G. H. Rhoades	Las Vegas	Raton	2:54 p.m.
1215	H. A. Gardner	R. Hines	G. H. Rhoades	Raton	La Junta	5:13 p.m.
536	D. Lasher	Wm. McClerkin	J. J. McIntyre	La Junta	Syracuse	6:51 p.m.
531	H. G. Simmons	G. Davis	J. J. McIntyre	Syracuse	Dodge City	8:31 p.m. 9:31 p.m.
		(Change from Mountain to Central Time at Dodge City)				
530	E. Norton	C. L. Gray	F. C. Hannum	Dodge City	Kent	?
530	C. W. Halsey	C. L. Gray	F. C. Hannum	Kent	Newton	12:10 a.m.
526	H. R. Rossetter	A. Fairchild	C. M. Fetrow	Newton	Emporia	1:23 a.m.
524	J. Gossard	H. H. Hill	C. M. Fetrow	Emporia	Argentine	3:39 a.m.
547	A. F. Bauer	R. Shirk	F. H. Trenton	Argentine	Marceline	5:03 a.m.
542	R. Jones	J. J. O'Connor	F. H. Trenton	Marceline	Shopton	7:52 a.m.
510	C. Losee	W. M. Schlosser	T. M. Thatcher	Shopton	Chillicothe	9:36 a.m.
517	C. Losee	W. M. Schlosser	T. M. Thatcher	Chillicothe	Chicago	11:54 a.m.

(Also see Locomotive Engineers Journal, Feb., 1935, p. 120)

(B) THE FAMOUS RICHMOND TRAMP

As related by Mr. E. I. Barker, Santa Fe engineer, Needles, California. Submitted by Mr. R. P. Middlebrook, Santa Fe engineer, San Diego, California.

THE FAMOUS RICHMOND TRAMP

You may have worked the "Rabbit's Foot" on your fellow men and got by with it. If you have worked the "Rabbit's Foot" on a cross-compound locomotive, you got by with it. But if you can't work the "Rabbit's Foot" on a cross-compound locomotive, neither you nor the locomotive will get by.

The Famous Richmond "Tramp" was built in 1894 by The Richmond Locomotive Works, No. 2427. It was a ten-wheeled (4-6-0) Locomotive with cross-compound cylinders, 20 & 32 x 26. This engine had been tried by various roads, Among them the Rock Island, the Chicago & Northwestern and the Chicago Milwaukee & St. Paul, and also made a trip to Europe. It became locomotive No. 1 on the Randsburg Ry., then No. 2 on the Arizona & Utah Ry. (later the Chloride Branch of the A. T. & S. F.). It was purchased by the A. T. & S. F. on Dec. 2, 1905, and became the 2nd No. 260 of the A. T. & S. F. In 1911 it was simpled to 20 x 26 and was scrapped at San Bernardino, Calif., Nov. 12, 1924.

SO THIS IS WHAT ITS FIREMAN SAYS

"In order that the story of the use of the 'Rabbit's Foot' to put some 'pep' in the Richmond Tramp Compound engine No. 260 may be better understood, a brief description of the manner of operation of this type of engine is given below.

The Richmond Cross-Compound engine was a two-cylinder job, a high-pressure engine taking steam direct from the boiler on the left side and a large cylinder taking exhaust steam from the high-pressure cylinder when working as a compound, this same cylinder taking steam through a three-inch pipe direct from the boiler when working simple, the H.P. cylinder then exhausting direct to the stack. When at rest and with all parts working properly, the engine would assume the simple position when starting; after a couple of revolutions had been made the engine would go into compound position, the exhaust steam from the H.P. cylinder passing through a large pipe in the front end of the steam chest of the L.P. cylinder where it was used again before passing up the stack. If the engineer wanted to keep the engine in the simple position during a hard pull, there was a small two-way valve on top of the boiler head so arranged that, when in open position, it would put steam from the boiler against a piston designed to open another valve so that the high-pressure steam exhausted direct to the stack and the low-pressure engine would take steam at reduced pressure direct from the boiler. This valve, so used to keep the engine working simple when there was heavy work to do, was nick-named the 'Rabbit's Foot' on the road that I had worked on (the Wabash). When an engineer was making a start of a heavy train, he would use the 'Rabbit's Foot' on her."

THIS IS HOW IT HAPPENED OUT WEST

This early-day Santa Fe fireman, now a senior engineer, was called to fire engine No. 260, a Richmond cross-compound, to spot cars at a steam shovel in a gravel pit. The engineer was an extra man at the time, nearly forty years

ago. I was an extra fireman. We were strangers to each other and the engine was a stranger to both of us.

As we got on the engine in the dark at the round-house, I don't think the engineer knew he was getting a compound engine. I know I didn't.

Going out to the pit with only a caboose, it seemed that the engine was lame; two good exhausts and two more you didn't hear, but you hoped they were there.

When we arrived at the gravel-pit, the Pit-Master took a glance at the 260 and used some words you don't learn in Sunday School, making it very plain to all within hearing that he was not at all pleased that this engine had been sent out to the pit to do the loading for the day. After four or five cars had been loaded, a signal was given to take the cars out of the pit and put the loads on the storage track, as the engineer was having trouble starting the engine when a spot was wanted by the shovel man.

This engine had the old slide valves and the long old-fashioned armstrong reverse lever, so you know that the engineer was having a hard time of it putting her over to take the slack, and then he wasn't doing any good. I had been watching the performance and, as I had noticed after daylight that we were on a cross-compound, and after locating the "Rabbit's Foot" on top of the boiler head and seeing it in the compound position, I wondered why the engineer didn't use it.

After noticing the engineer having such a hard time of it and getting madder every minute, I asked him why he didn't use the "Rabbit's Foot" on her. He looked across at me and gave me what was really a nasty look. After he had jerked the reverse lever over a few more times and there was nothing doing, I again said, "Why don't you try using the 'Rabbit's Foot' on her?" Then he really blew up and told me in very plain language that if I thought I could use the "Rabbit's Foot" to use it or keep my damn mouth shut. I told him that I could use it all right. "There she is," he says, as he jumped off the seat box, "either use it or shut up."

I went over and moved the "Rabbit's Foot" from the compound position to simple position; there was a snort as the receiver pressure exhausted to the stack. The big cylinder on the right side took steam from the boiler, the engine bowed her back and started the cars. After she had them going I put the "Rabbit's Foot" back in compound position and then, as the H.P. cylinder exhaust went to the L.P. cylinder instead of the stack, she lost two exhausts to a revolution of the drive wheels. When the engineer noticed that he jumped down into the deck, put the brake valve in the Big-Hole and shouted, "You have busted her all to Hell." "What do you mean, busted her all to Hell," I says. "Why, you have lost two exhausts." "Well," I said, "just keep your shirt on and I'll get them back for you."

Starting the engine again, I got the four exhausts by the use of the "Rabbit's Foot," then telling him to listen, I would put the valve into simple, saying "there you have four," then putting the valve in compound position, "you have only two; this is a cross-compound engine."

The engineer took her over at that time. When we got back into the pit, the Pit-Master came up to the engine and wanted to know what in the hell had happened to the engine. He said if she would do her work that way he wouldn't mind having her out there as a spot engine. The engineer replied, "The fireman used the 'Rabbit's Foot' on her, whatever that is."

(C) "MOUNT PELEE"

The story of Santa Fe engine No. 824, affectionately (?) remembered by old-time Pacific Coast employees as old "Mt. Pelee." Based in part on facts submitted by Mr. Paul T. Warner, of the Baldwin Locomotive Works, and substantially as related by Mr. R. P. Middlebrook, Santa Fe engineer, of San Diego, Calif.

"In 1901, the Santa Fe ordered 36 large 2-8-0 type locomotives from Baldwin. The last engine of the order, road number 824, was an oil burner. She was unique, for instead of the conventional fire-box, she had three fireboxes. A Vauclain compound, she had machinery and running gear duplicating that of the other engines of the series. Cylinders were 17 and 28 by 32 inches; drivers were 57 inches diameter; steam pressure was 210 pounds, with a tractive effort of 45,700 pounds working compound. The weight on drivers was 191,400 pounds and the total weight was 214,700 pounds. She was a big 2-8-0 for that time.

The fire-boxes consisted of three cylindrical corrugated furnaces, each 84 inches in length and 28 inches inside diameter. These furnaces opened into a combustion chamber, from which 652 tubes, 1¾" in diameter and 13'7" in length, extended to the smoke-box. The total heating surface was 4,266 square feet.

The back boiler head was round, one firebox being at the bottom and the other two above and to each side at about seatbox height. Each firebox had a burner at the back end. There were three firing valves and three atomizer valves for the fireman to regulate the fires. About five pounds of air pressure was carried on the oil tank so the oil would be forced up to the top burners. Every time the engineer changed the throttle, the fireboy had to change his fires to meet the new condition. Crude oil direct from the well was used for fuel; being highly volatile, it would flash and burn like gasoline. Any sudden stop or lurch would cause the oil to run out of the upper burners down over the boiler head and onto the door of the bottom burner where it would ignite and in seconds the whole cab would be ablaze. At times, one or more of the fires would go out and the same thing would happen. Experienced firemen would build little dikes of sand across the back of the fireboxes to keep the oil from running out of the doors. The lower burner was lighted first and after it was set the two top ones would be lighted. Even with the utmost care one would go out, oil would run down under the engine and then erupt. Extra air and tank hoses were carried in the tank boxes, for these were generally burned off before the fire was put out. Several crews lost their belongings when their seat boxes were consumed. The company then built steel clothes boxes on the tank for the crews. Extra sacks of sand were also carried on top of the tank to be used in fire fighting. She was soon given the name "Mt. Pelee" by the crews. Every crew that went out on her expected the worst. Several quit rather than work on her. Twice she burned up while standing at the sand-house in Barstow; also in front of the station at San Bernardino and at nearly every way station.

Instructions to roundhouse crews were, that when the engine was in the house with a fire in her, a man was to stay on her all the time. Squirt hoses were installed on both sides to aid in fire fighting. One day in the Barstow roundhouse, the watchman left and went to another engine for a few minutes Hostler George Mead, turning an engine on the turntable, noticed smoke coming from the stall where the 824 was parked. He rushed into the house and climbed

up in the 824's cab, feeling around for the injector to start the squirt hose. Before he could get the injector working, a general alarm had been turned in. The fire department arrived on the double and swarmed up over the back of the tank. A sack of sand was ripped open and flung into the cab. More firemen arrived with the fire hose and a stream of water followed the sand. Hostler Mead in the smoke-filled cab received both offerings along with quantities of crude oil. He hollered and cussed, but no one heard him. When the fire was put out he emerged covered with oil, sand and water. Even his pockets were overflowing. After that, a fire hose with a stream of water was kept running in the pit when the 824 was in the house.

The 824, taking all the draft for the fires through the fire doors, was extremely drafty and cold in the cab. Engineer McKim, operating her on the Barstow local, suffered from cold feet. He finally overcame this by climbing up on top of the cab and sticking his feet down through the ventilator on top of the boiler while going up the hill.

About 1910, the 824 was involved in a head-on collision with a Salt Lake Railroad train at Hesparia and was towed into the shops at San Bernardino, where she was rebuilt with a conventional fire-box, simple 24" cylinders and Walschaert valve gear. In the 1920's she was assigned to yard service, being then too light for road service requirements. In 1937, while standing in front of the San Bernardino yard office, she was sideswiped by four cars of rock that had run away from the top end of the yard. Her whole right side was torn off. She stood for months in the backshop yard apparently headed for scrapping, but later was rebuilt to an 0-8-0, being given a boiler from a 1400 class engine that had been dismantled. It is doubtful if any of the original 824 is contained in the engine bearing that number today, but old Mt. Pelee will be remembered by all the old heads until the end of their days. She is now doing transfer work in the Los Angeles yards."

(D)

I. FORMULAS FOR DETERMINING RATED TRACTIVE EFFORT OF LOCOMOTIVES

As adapted from Locomotive Data, published by the Baldwin Locomotive Works, Philadelphia, June, 1939.

II. TRACTIVE POWER — COMPOUND ENGINES

From Locomotive Handbook published by the American Locomotive Company, 1917.

I. (A) **The formula for determining the rated tractive effort of a two-cylinder simple locomotive with conventional long cut-off is as follows:**

$$T = \frac{0.85P \times C^2 \times S}{D}, \text{ in which}$$

T = rated tractive effort in pounds
C = diameter of cylinders in inches
S = stroke in inches
D = driving wheel diameter in inches
P = boiler pressure in pounds per square inch
0.85P = mean effective pressure at starting with full cut-off

When more than two simple cylinders are used, multiply T by $\frac{N}{2}$, in which N is the number of cylinders employed.

(B) Formulas for determining the rated tractive effort of the various types of compound locomotives are as follows:

(a) Four-cylinder Vauclain, Balanced and Tandem compound locomotives are calculated by means of the following formula:

$$T = \frac{S \times P}{D} (\tfrac{2}{3} C^2 + \tfrac{1}{4} c^2), \text{ in which}$$

T = rated tractive effort in pounds
C = diameter of high-pressure cylinders in inches
c = diameter of low-pressure cylinders in inches
S, P and D have same meaning as for a simple locomotive

(b) A two-cylinder or cross-compound locomotive is calculated from the formula:

$$T = \frac{0.6P \times C^2 \times S}{D},$$ in which C is diameter of the high-pressure cylinder in inches and the other symbols have the same meaning as in the preceding formulas.

(c) Mallet Compound Locomotives.

The formula for cross-compound locomotives may be applied to Mallet four-cylinder compound locomotives by multiplying the result by two, the modified formula being:

$$T = \frac{1.2P \times C \times S}{D}$$

The formulas for two-cylinder and Mallet compound locomotives assume a cylinder volume ratio between the high-pressure and low-pressure cylinders of 2.35 (to 2.40) to 1. When the cylinder ratio falls outside this limit, the following formula should be used:

$$T = \frac{1.7P \times c^2 \times S}{(R + 1) \times D},$$ in which

c = diameter of low pressure cylinders
R = ratio of cylinder volumes
and the other symbols have the same significance as before.

II. TRACTIVE POWER — COMPOUND ENGINES

(The following extract is taken from "Locomotive Handbook" published by the American Locomotive Company in 1917)

T = Tractive power (maximum)
d = Diameter of H. P. Cylinder
D = Diameter of L. P. Cylinder
S = Stroke of piston
P = Boiler pressure
C = Constant (Taken from Table No. 10)
W = Diameter of driving wheels
R = Ratio of L. P. to H. P. cylinder volume

$$T_1 \text{ (Two-cylinder compound)} = \frac{D^2 \; S \; P \; C}{2 \; W}$$

$$T_2 \text{ (Four-cylinder compound)} = \frac{D_2 \; S \; P \; C}{W}$$

When $C = 0.52$ and $R = 2.5$

$$T_3 \text{ (Two-cylinder compound working simple)} = \frac{0.85 \; d^2 \; S \; P}{W} = T_1 \times \frac{1.7}{CR} = 1.3T_1$$

$$T_4 \text{ (Four cylinder compound working simple)} = \frac{(2 \times 0.85) \; d_2 \; SP}{W} = T_2 \times \frac{1.7}{CR} = 1.3T_2$$

T_3 and T_4 give T when just moving. At slow speeds T working simple will exceed the power working compound by approximately 20 per cent.

For cylinder ratio of approximately 2.5 to 1, as ordinarily used, a constant of 0.52 may be considered as sufficiently accurate for estimates.

On superheater compound engines, in order to properly divide the work between the high and low pressure cylinders, the cut-off in the low-pressure cylinder should be approximately 5 per cent later than the cut-off in the high-pressure cylinder ratio of 2.5 to 1. This difference in cut-off should be reduced for higher cylinder ratios to 0 for a ratio of 2.75 to 1, and increased for lower cylinder ratios to approximately 10 per cent for a ratio of 2.2 to 1.

TABLE No. 10 — CONSTANTS ("C")

Per Cent Cut-Off H. P. Cylinder	Ratio of L. P. to H. P. Cylinder Volume						
	2.2	2.3	2.4	2.5	2.6	2.7	2.8
90	—	—	.571	.557	.542	.528	.513
89	—	—	.565	.550	.536	.521	.507
88	—	.573	.559	.543	.529	.515	.500
87	—	.567	.552	.537	.523	.509	.494
86	.575	.560	.546	.531	.517	.502	.489
85	.570	.555	.540	.526	.511	.497	.483
84	.564	.550	.534	.520	.506	.491	—
83	.559	.544	.529	.515	.500	.486	—
82	.553	.541	.524	.510	.496	—	—
81	.548	.534	.520	.505	.490	—	—
80	.543	.531	.515	.500	.486	—	—

XIII REFERENCES AND SOURCES OF DATA

(a) Company Motive Power Records

(b) Records of the Locomotive Builders

(c) Interstate Commerce Commission Valuation Reports, Vol. 127, May, 1927.

(d) Annual Reports, A. T. & S. F. Ry. Co.

(e) The Santa Fe Magazine

(f) The Story of the Santa Fe, by G. D. Bradley, Gorham Press, Boston, 1920.

(g) Santa Fe, The Railroad That Built an Empire, by James Marshall, Random House, Inc., 1945.

(h) The Santa Fe Today, Bulletin No. 4, A. T. & S. F. Ry. Co., 1946.

(i) A History of the Texas Railroads, by S. G. Reed, St. Clair Publishing Co., 2nd Edition, Houston, 1941.

(j) Various newspaper articles.

(k) Private communications from employees and officials of the Santa Fe Railway and from private individuals.

(l) Locomotive Data—Baldwin Locomotive Works, 1939.

(m) Locomotive Handbook—American Locomotive Company, 1917.